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A strong British Corporation Registered
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Insurance in Force ... \$39,571,465.00
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Income for Year ... 3,862,071.00
Total Security to Policyholders 9,820,050.00

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GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs. net
In Bags 250 lbs. net
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 29th April, 1908. [a798]

SINGON & CO.
The S.S. "SUI TAI" leaving on SUNDAYS at 12.30 p.m., connects with the
Excursion Steamer returning from Macao at 5 p.m.
The S.S. "SUI AN" will leave Macao on SATURDAY, 21st October, at 1 p.m.
instead of 2 p.m.

PEAK TRAMWAYS COMPANY
LIMITED.
TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.00 noon. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 10 minutes.

NIGHT CARS.
8.45 p.m. and 9.00 p.m., 9.45 to 11.30 p.m.
every 15 minutes.

SUNDAYS.
8.00 a.m. to 10.00 a.m. Every 15 minutes.
10.00 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12.00 noon. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 5.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.
SATURDAYS.
Extra Car at 11.45 p.m.

SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Voeux Road Central.
JOHN D. HUMPHREYS & SON
General Managers.
Hongkong 15th June, 1911. 1223

P. & O. Steam Navigation Co.

HOMEWARD PASSENGER SEASON 1912.

S.S. "INDIA." (8,000 Tons.)
CAPTAIN G. W. GORDON, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON
DIRECT, WILL LEAVE HONGKONG ON MARCH 16TH, 1912
CALLING AT STRAITS, COLOMBO, ADEN, EGYPT, MARSEILLES AND
GIBRALTAR, AND IS DUE TO ARRIVE AT—
MARSEILLES — APRIL 13TH.
LONDON — APRIL 20TH.

The Accommodation in this Vessel is at the
entire disposal of Passengers from the Far East.
FARES TO LONDON—
1st SALOON £71.10 SINGLE; £106.14 RETURN.
2nd " £48.8 " £72.12 "

For Further Particulars, apply to
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AT NAGASAKI.—Telegraphic Address: "DOCK" NAGASAKI.
Length on Keel-Blocks. Breadth at Entrance on Keel-Blocks. Depth of Water on Keel-Blocks.
3 Dry Docks: No. 1 ... 510 ft. 77 ft. 26 ft.
No. 2 ... 350 ft. 53 ft. 24 ft.
No. 3 ... 714 ft. 88 ft. 34 ft.
1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA-MARU" 716 tons and 12 knots speed, is always ready at short notice.

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Floating Docks. No. 1. No. 2.
Lifting Power 7,000 Tons. 12,000 Tons.
Max. Length of Ship taken in 460 Feet. 580 Feet.
" Breadth 56 " 66 "
" Draft 22 " 25 "
The Salvage Steamer "ARIMA-MARU" pumping capacity per hour 2,000 tons.
The Floating Crane, capable of lifting 40 ton weight.
ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION. [a761]

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HONGKONG TO CANTON—Daily at 8 a.m. (Sunday excepted) and 10 p.m. (Saturday excepted).
CANTON TO HONGKONG—Daily at 8 a.m. and 5.15 p.m. (Sunday excepted).
HONGKONG TO MACAO—Weekdays at 8 a.m. and 2 p.m. (Extra trip Saturday, the
Sundays at 9 a.m. and 12.30 p.m. 21st Oct., at 6 p.m.)
MACAO TO HONGKONG—Weekdays at 7.30 a.m., 2 p.m. and 5 p.m.
Sundays at 7.30 a.m., 2 p.m. and 5 p.m.
MACAO TO CANTON—Every Monday, Wednesday and Friday, about 9 p.m.
CANTON TO MACAO—Every Tuesday, Thursday and Saturday, at 4.30 p.m.
CANTON TO WUCHOW—Every Monday, Wednesday and Friday, at 8 a.m.
WUCHOW TO CANTON—Every Monday, Wednesday and Friday, at 8.30 a.m.

The S.S. "SUI TAI" leaving on SUNDAYS at 12.30 p.m., connects with the
Excursion Steamer returning from Macao at 5 p.m.
The S.S. "SUI AN" will leave Macao on SATURDAY, 21st October, at 1 p.m.
instead of 2 p.m.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions, Opposite Hongkong Hotel.

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The Woman Wins, by Robert Mather. 5.25
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The Poor Man's House, Reynolds. 3.00
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BREWER & CO., LTD.

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MARIE CORELLI'S NEW NOVEL,
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\$1.75

BREWER & CO., LTD., BOOKSELLERS, PRINTERS & STATIONERS. [a27]

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Wine and Spirit Merchants.

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Telegraphic Address: "DOCK" Yokohama.
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DRY DOCK DEPARTMENT—Telephone Nos. 376, 506, or 681.

No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.
Docking Length 515 ft. Docking Length 376 ft. Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT—
106 buildings, principally of brick and steel, 358 entrances. 13 buildings are private bonded warehouses. Floor area 73,343 square yards, or 15.15 acres.
Custom-house brokerage and insurance undertaken. Rates moderate.
Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses. [a715]

CANTON KOWLOON RY.

TIME TABLE.
On and after 3rd October, 1911, until further notice.
Previous Time-Tables cancelled.

DOWN TRAINS										UP TRAINS									
STATIONS.	No. 1 T.H. Exp.	No. 2 T.H. Exp.	No. 3 T.H. Exp.	No. 4 T.H. Exp.	No. 5 T.H. Exp.	No. 6 T.H. Exp.	No. 7 T.H. Exp.	No. 8 T.H. Exp.	No. 9 T.H. Exp.	STATIONS.	No. 10 T.H. Exp.	No. 11 T.H. Exp.	No. 12 T.H. Exp.	No. 13 T.H. Exp.	No. 14 T.H. Exp.	No. 15 T.H. Exp.	No. 16 T.H. Exp.	No. 17 T.H. Exp.	No. 18 T.H. Exp.
Canton	7.55	14.25	7.00	13.30	7.00	13.30	7.00	13.30	7.00	Kowloon	11.25	8.00	11.10	8.00	11.10	8.00	11.10	8.00	11.10
Shek Tai	8.02	14.32	7.07	13.33	7.07	13.33	7.07	13.33	7.07	Hung Hom	11.27	8.02	11.12	8.02	11.12	8.02	11.12	8.02	11.12
Che P.	8.12	14.42	7.17	13.43	7.17	13.43	7.17	13.43	7.17	Yau Ma Tei	11.29	8.04	11.14	8.04	11.14	8.04	11.14	8.04	11.14
Wu Chung	8.20	14.50	7.25	13.51	7.25	13.51	7.25	13.51	7.25	Shek Tin	11.31	8.06	11.16	8.06	11.16	8.06	11.16	8.06	11.16
Nan Kong	8.29	15.00	7.34	14.00	7.34	14.00	7.34	14.00	7.34	Tai Po	11.33	8.08	11.18	8.08	11.18	8.08	11.18	8.08	11.18
Sun Tong	8.39	15.10	7.44	14.10	7.44	14.10	7.44	14.10	7.44	Tai Po Market	11.35	8.10	11.20	8.10	11.20	8.10	11.20	8.10	11.20
Tong Mei	8.44	15.15	7.49	14.15	7.49	14.15	7.49	14.15	7.49	Yan Ling	11.37	8.12	11.22	8.12	11.22	8.12	11.22	8.12	11.22
Nga Yee	8.48	15.19	7.53	14.19	7.53	14.19	7.53	14.19	7.53	Shum Chun	11.39	8.14	11.24	8.14	11.24	8.14	11.24	8.14	11.24
San Tin	8.53	15.24	7.58	14.24	7.58	14.24	7.58	14.24	7.58	Pu K.	11.41	8.16	11.26	8.16	11.26	8.16	11.26	8.16	11.26
Shek Tin	8.58	15.29	8.03	14.29	8.03	14.29	8.03	14.29	8.03	Li Lung	11.43	8.18	11.28	8.18	11.28	8.18	11.28	8.18	11.28
Shek Tin	9.03	15.34	8.08	14.34	8.08	14.34	8.08	14.34	8.08	Ping Wu	11.45	8.20	11.30	8.20	11.30	8.20	11.30	8.20	11.30
Shek Tin	9.08	15.39	8.13	14.39	8.13	14.39	8.13	14.39	8.13	Tai Tung Wai	11.47	8.22	11.32	8.22	11.32	8.22	11.32	8.22	11.32
Shek Tin	9.13	15.44	8.18	14.44	8.18	14.44	8.18	14.44	8.18	Shek Tin	11.49	8.24	11.34	8.24	11.34	8.24	11.34	8.24	11.34
Shek Tin	9.18	15.49	8.23	14.49	8.23	14.49	8.23	14.49	8.23	Shek Tin	11.51	8.26	11.36	8.26	11.36	8.26	11.36	8.26	11.36
Shek Tin	9.23	15.54	8.28	14.54	8.28	14.54	8.28	14.54	8.28	Shek Tin	11.53	8.28	11.38	8.28	11.38	8.28	11.38	8.28	11.38
Shek Tin	9.28	15.59	8.33	14.59	8.33	14.59	8.33	14.59	8.33	Shek Tin	11.55	8.30	11.40	8.30	11.40	8.30	11.40	8.30	11.40
Shek Tin	9.33	16.04	8.38	15.04	8.38	15.04	8.38	15.04	8.38	Shek Tin	11.57	8.32	11.42	8.32	11.42	8.32	11.42	8.32	11.42
Shek Tin	9.38	16.09	8.43	15.09	8.43	15.09	8.43	15.09	8.43	Shek Tin	11.59	8.34	11.44	8.34	11.44	8.34	11.44	8.34	11.44
Shek Tin	9.43	16.14	8.48	15.14	8.48	15.14	8.48	15.14	8.48	Shek Tin	12.01	8.36	11.46	8.36	11.46	8.36	11.46	8.36	11.46
Shek Tin	9.48	16.19	8.53	15.19	8.53	15.19	8.53	15.19	8.53	Shek Tin	12.03	8.38	11.48	8.38	11.48	8.38	11.48	8.38	11.48
Shek Tin	9.53	16.24	8.58	15.24	8.58	15.24	8.58	15.24	8.58	Shek Tin	12.05	8.40	11.50	8.40	11.50	8.40	11.50	8.40	11.50
Shek Tin	9.58	16.29	9.03	15.29	9.03	15.29	9.03	15.29	9.03	Shek Tin	12.07	8.42	11.52	8.42	11.52	8.42	11.52	8.42	11.52
Shek Tin	10.03	16.34	9.08	15.34	9.08	15.34	9.08	15.34	9.08	Shek Tin	12.09	8.44	11.54	8.44	11.54	8.44	11.54	8.44	11.54
Shek Tin	10.08	16.39	9.13	15.39	9.13	15.39	9.13	15.39	9.13	Shek Tin	12.11	8.46	11.56	8.46	11.56	8.46	11.56	8.46	11.56
Shek Tin	10.13	16.44	9.18	15.44	9.18	15.44	9.18	15.44	9.18	Shek Tin	12.13	8.48	11.58	8.48	11.58	8.48	11.58	8.48	11.58
Shek Tin	10.18	16.49	9.23	15.49	9.23	15.49	9.23	15.49	9.23	Shek Tin	12.15	8.50	11.60	8.50	11.60	8.50	11.60	8.50	11.60
Shek Tin	10.23	16.54	9.28	15.54	9.28	15.54	9.28	15.54	9.28	Shek Tin	12.17	8.52	11.62	8.52	11.62	8.52	11.62	8.52	11.62
Shek Tin	10.28	16.59	9.33	15.59	9.33	15.59	9.33	15.59	9.33	Shek Tin	12.19	8.54	11.64	8.54	11.64	8.54	11.64	8.54	11.64
Shek Tin	10.33	17.04	9.38	16.04	9.38	16.04	9.38	16.04	9.38	Shek Tin	12.21	8.56	11.66	8.56	11.66	8.56	11.66	8.56	11.66
Shek Tin	10.38	17.09	9.43	16.09	9.43	16.09	9.43	16.09	9.43	Shek Tin	12.23	8.58	11.68	8.58	11.68	8.58	11.68	8.58	11.68
Shek Tin	10.43	17.14	9.48	16.14	9.48	16.14	9.48	16.14	9.48	Shek Tin	12.25	8.60	11.70	8.60	11.70	8.60	11.70	8.60	11.70
Shek Tin	10.48	17.19	9.53	16.19	9.53	16.19	9.53	16.19	9.53	Shek Tin	12.27	8.62	11.72	8.62	11.72	8.62	11.72	8.62	11.72
Shek Tin	10.53	17.24	9.58	16.24	9.58	16.24	9.58	16.24	9.58	Shek Tin	12.29	8.64	11.74	8.64	11.74	8.64	11.74	8.64	11.74
Shek Tin	10.58	17.29	10.03	16.29	10.03	16.29	10.03	16.29	10.03	Shek Tin	12.31	8.66	11.76	8.66	11.76	8.66	11.76	8.66	11.76
Shek Tin	11.03	17.34	10.08	16.34	10.08	16.34	10.08	16.34	10.08	Shek Tin	12.33	8.68	11.78	8.68	11.78	8.68	11.78	8.68	11.78
Shek Tin	11.08	17.39	10.13	16.39	10.13	16.39	10.13	16.39	10.13	Shek Tin	12.35	8.70	11.80	8.70	11.80	8.70	11.80	8.70	11.80
Shek Tin	11.13	17.44	10.18	16.44	10.18	16.44	10.18	16.44	10.18	Shek Tin	12.37	8.72	11.82	8.72	11.82	8.72	11.82	8.72	11.82
Shek Tin	11.18	17.49	10.23	16.49	10.23	16.49	10.23	16.49	10.23	Shek Tin	12.39	8.74	11.84	8.74	11.84	8.74	11.84	8.74	11.84
Shek Tin	11.23	17.54	10.28	16.54	10.28	16.54	10.28	16.54	10.28	Shek Tin	12.41	8.76	11.86	8.76	11.86	8.76	11.86	8.76	11.86
Shek Tin	11.28	17.59	10.33	16.59	10.33	16.59	10.33	16.59	10.33	Shek Tin	12.43	8.78	11.88	8.78	11.88	8.78	11.88	8.78	11.88
Shek Tin	11.33	18.04	10.38	17.04	10.38	17.04	10.38	17.04	10.38	Shek Tin	12.45	8.80	11.90	8.80	11.90	8.80	11.90	8.80	11.90
Shek Tin	11.38	18.09	10.43	17.09	10.43	17.09	10.43	17.09	10.43	Shek Tin	12.47	8.82	11.92	8.82	11.92	8.82	11.92	8.82	11.92
Shek Tin	11.43	18.14	10.48	17.14	10.48	17.14	10.48	17.14	10.48	Shek Tin	12.49	8.84	11.94	8.84	11.94	8.84	11.94	8.84	11.94
Shek Tin	11.48	18.19	10.53	17.19	10.53	17.19	10.53	17.19	10.53	Shek Tin	12.51	8.86	11.96	8.86	11.96	8.86	11.96	8.86	11.96
Shek Tin	11.53	18.24	10.58	17.24	10.58	17.24	10.58	17.24	10.58	Shek Tin	12.53	8.88	11.98	8.88	11.98	8.88	11.98	8.88	11.98
Shek Tin	11.58	18.29	11.03	17.29	11.03	17.29	11.03	17.29	11.03	Shek Tin	12.55	8.90	12.00	8.90	12.00	8.90	12.00	8.90	12.00
Shek Tin	12.03	18.34	11.08	17.34	11.08	17.34	11.08	17.34	11.08	Shek Tin	12.57	8.92	12.02	8.92	12.02	8.92	12.02	8.92	12.02
Shek Tin	12.08	18.39	11.13	17.39	11.13	17.39	11.13	17.39	11.13	Shek Tin	12.59	8.94	12.04	8.94	12.04	8.94	12.04	8.94	12.04
Shek Tin	12.13	18.44	11.18	17.44	11.18	17.44	11.18	17.44	11.18	Shek Tin	13.01	8.96	12.06	8.96	12.06	8.96	12.06	8.96	12.06
Shek Tin	12.18	18.49	11.23	17.49	11.23	17.49	11.23	17.49	11.23	Shek Tin	13.03	8.98	12.08	8.98	12.08	8.98	12.08	8.98	12.08
Shek Tin	12.23	18.54	11.28	17.54	11.28	17.54	11.28	17.54	11.28	Shek Tin	13.05	9.00	12.10	9.00	12.10	9.00	12.10	9.00	12.10
Shek Tin	12.28	18.59	11.33	17.59	11.33	17.59	11.33	17.59	11.33	Shek Tin	13.07	9.02	12.12	9.02	12.12	9.02	12.12	9.02	12.12
Shek Tin	12.33	19.04	11.38	18.04	11.38	18.04	11.38	18.04	11.38	Shek Tin	13.09	9.04	12.14	9.04	12.14	9.04	12.14	9.04	12.14
Shek Tin	12.38	19.09	11.43	18.09	11.43	18.09	11.43	18.09	11.43	Shek Tin	13.11	9.06	12.16	9.06	12.16	9.06	12.16	9.06	12.16
Shek Tin	12.43	19.14	11.48	18.14	11.48	18.14	11.48	18.14	11.48	Shek Tin	13.13	9.08	12.18	9.08	12.18	9.08	12.18	9.08	12.18
Shek Tin	12.48	19.19	11.53	18.19	11.53	18.19	11.53	18.19	11.53	Shek Tin	13.15	9.10	12.20	9.10	12.20	9.10	12.20	9.10	12.20
Shek Tin	12.53	19.24	11.58	18.24	11.58	18.24	11.58	18.24	11.58	Shek Tin	13.17	9.12	12.22	9.12	12.22	9.12	12.22	9.12	12.22
Shek Tin	12.58	19.29	12.03	18.29	12.03	18.29	12.03	18.29	12.03	Shek Tin	13.19	9.14	12.24	9.14	12.24	9.14	12.24	9.14	12.24
Shek Tin	13.03	19.34	12.08	18.34	12.08	18.34	12.08	18.34	12.08	Shek Tin	13.21	9.16	12.26	9.16	12.26	9.16	12.26	9.16	12.26
Shek Tin	13.08	19.39	12.13	18.39	12.13	18.39	12.13	18.39	12.13	Shek Tin	13.23	9.18	12.28	9.18	12.28	9.18	12.28	9.18	12.28
Shek Tin	13.13	19.44	12.18	18.44	12.18	18.44	12.18	18.44	12.18	Shek Tin	13.25	9.20	12.30	9.20	12.30	9.20	12.30	9.20	12.30
Shek Tin	13.18	19.49	12.23	18.49	12.23	18.49	12.23	18.49	12.23	Shek Tin	13.27	9.22	12.32	9.22	12.32	9.22	12.32	9.22	12.32
Shek Tin	13.23	19.54	12.28	18.54															

INTIMATION



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LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 19TH, 1911.

We reproduce to-day from *Eastern Engineering* an article on "The Progress of British Enterprise in China" which is well worth attention, especially in the Foreign Office and the Board of Trade. The writer, a Mr. EDWARD BRIGHTON, who is apparently well-known in engineering circles in North China, in spite of the heading given to the article, suggests that there is a tendency to decline rather than progress exhibited in British enterprise in China, and the object of the article may be said to be to point out that our educational activities in China are misdirected. Every year, as he says, many thousands of pounds of British money find their way into China, for educational purposes, but Mr. BRIGHTON affirms that the money is not spent to the best advantage. "Germany and other countries," he remarks, "are also spending large sums of money in China for the same purpose, but the difference between the German method and our own is that every penny spent by those countries on Chinese Education is laid out definitely and intelligently with a view to producing certain results which will benefit the business man of the Vaterland, while ours is too often squandered irrationally without any system or forethought, and will produce no such results." He goes on to say that perhaps the best instance to emphasise this point is to be found in the proposed new Universities to be provided by British

Capital in China. "From all accounts," he says, "the system of Education to be employed there is of the higher class," by which he evidently means that the education will be along Oxford or Cambridge University lines. So far as the Hongkong University is concerned—and Mr. BRIGHTON can hardly have failed to include this project—his statement is incorrect. In the Memorandum in which H.E. THE GOVERNOR set forth the objects of the University it is explicitly stated that the model on which the University will be based will approximate rather to that of Birmingham or Leeds than to that of Oxford or Cambridge or Calcutta. "Our Faculty of Science should deal rather with the application of science to industries and with its commercial utility, than with its abstract and theoretical branches." The many special advantages Hongkong has to offer in this connection have been frequently emphasised. Sir FREDERICK LUGARD in his Memorandum observed that the dockyards and electrical and other works in the Colony will afford practical instruction which can hardly be rivalled in China for very many years, while "in the Medical Faculty more especially, Hongkong can offer facilities for practical anatomy in the dissecting room which Chinese prejudice, at present, at any rate, precludes in China." Mr. BRIGHTON in writing as he has done of University projects in China must have left out of his consideration the most important and the most promising of them all. In the Hongkong University-Medicine will take the first place, because the Hongkong College of Medicine forms the nucleus of the scheme. Applied Science comes next, and the University in the years to come should be of incalculable service to China in training up Engineers, Surveyors, Electricians, &c., for the railways and the mechanical works which are now being inaugurated in every part of the Empire. The establishment of a Degree of Arts is a subject for future consideration, but we are by no means in agreement with Mr. BRIGHTON in belittling the value of this branch of education which is intended to include subjects of practical utility, International Law and Treaties, Geography, Comparative History, and Chinese Literature and Classics. Nothing is more certain than that the present convulsion in China will advance the cause of good government, no matter whether the Empire remains under Manchu rule or becomes a congeries of Republican States. An anti-dynastic rising means revolt against misrule. It is maladministration that has bred and fed discontent and rebellion, and China's supreme need therefore is government by officials who combine high character with enlightened views. Inasmuch as industrial commercial progress is so largely dependant on the character of the administration, it is as important that the Universities now being established should turn out capable men for employment in the government of China as it is that they should furnish men with theoretical and practical knowledge for the vast field of engineering work which is gradually being opened up, and we trust that in due time among the alumni of the University of Hongkong will be found administrators and statesmen as well as engineers and doctors.

H.M.S. *Astraea* arrived yesterday from Yokohama. The *Minotaur* is at Amoy.

We learned from the Colonial Secretariat last evening that the quarantine imposed against arrivals from Amoy has been withdrawn.

Major A. S. Bagby, 8th Rajputs, arrived at Hongkong on 11th October, and assumed Command of the regiment the following day.

Capt. W. H. Johnston, General Staff Officer, 3rd Grade, arrived on the 16th instant from Tientsin, for duty with the General Staff branch.

At the Magistracy yesterday Mr. Haselard fined sixteen gamblers, who were arrested in a village near Shaikwan, \$3 each, or seven days' imprisonment, for playing a gambling game.

For stealing a jacket from 220, Queen's Road East, Mr. Haselard at the Magistracy yesterday sentenced a Chinese to six weeks' imprisonment and four hours' stocks. Another native was charged before his Worship with selling opium at Wanohai, and was ordered to pay a fine of \$50, the alternative being one month's imprisonment.

It is reported that the Japanese Government contemplate the installation next year of wireless telegraph apparatus on twenty steamers employed in European and Australian services, also the establishment of two new stations. One of the latter is to be situated off Noto in the Sea of Japan and the other in the Inland Sea. The estimated cost is Yen 200,000.

Mr. E. Cornwall Lewis, who has been acting Postmaster-General since Mr. Messer went on leave, left by the *Derfflinger* yesterday for London, acting on the advice of his medical adviser, Mr. Lewis deeply appreciated the many kind inquiries made during his recent illness, and we are asked to mention that his hurried departure precluded him from sending replies.

Northern papers state that the Viceroy of Canton recently sent a memorial to Peking setting forth views in opposition to an order for the abolition of the old-style provincial troops. The Viceroy contends that it would be unwise to insist on this order while the modern troops are numerically weak and half-trained.

The sailing ship *Edipce*, which arrived at Hongkong some months back with a cargo of case oil for the Standard Oil Co. of New York, started on her return trip to New York yesterday morning. The voyage takes approximately 140 days under ordinary conditions, but given favourable winds and a medium of luck it is possible to reduce that period by some days. Captain White, who is in command of the *Edipce*, has made several voyages to Hongkong, and is one of the most popular sailing skippers visiting the port. His many friends in Hongkong wish him a safe and speedy voyage.

REVOLUTIONARY DISTURBANCE IN HONGKONG.

A disturbance, which was happily nipped in the bud by the police before it had time to grow to any alarming extent, occurred in the City yesterday morning. Yesterday was the anniversary of the birthday of Confucius, and was observed as a holiday by many Chinese merchants, whose closed shops were decorated with flags. Among the bunting naturally figure early in the day the Imperial flag of China and it was the flying of this flag which started the trouble.

The police at West Point first became aware of the revolutionary tendency of the mob. Policemen on duty saw it gathering and wending its way along the principal streets, but were at a loss to understand the cause of the commotion until they observed the hauling down of a number of Dragon flags. At about 11 a.m. there was a great uproar in the vicinity of the Supreme Court, and the police who rushed out to restore order saw a gathering of about 400 Chinese bent on tearing down the Imperial flag from any scheme of decorations in which it was a part. Two of the ringleaders of the mob were arrested, and the crowd itself was promptly scattered. A special patrol of police was then put on duty, and the small disturbance which might have developed into a riot was soon ended.

THE SLAVE TRADE OF CHINA.

INTERESTING DEED OF SALE.

The following interesting Chinese deed of the sale of a girl was read in the course of the hearing of a kidnapping case before his Honour the Acting Chief Justice and a jury at the Supreme Court yesterday:

"The mediators of (this) perpetual deed for the absolute sale of a niece (the daughter of sister-in-law) are Chan A Ping (her) maternal uncle and Lan Shi his (Chan A Ping's) wife, native of Tsang Shing district, and Li Lin Tai, the girl's eldest sister. On account of urgent necessities (Li Lin Tai) was willing to let her younger sister named Li Kin Tai, born at the Tsan Hou on the 26th day of the 2nd moon of the Ki Hoi year be first (offered for sale) to clansmen and others alike; but none of them would like to buy her. Then by the introduction of mediators—Tsang A Han and Shui A Kwai—of the Ip Tak Wo Tong, it is agreed by them to accept the sale (of the girl) as a servant. It is distinctly agreed that the consideration price is \$125, each at the weight of 7 (maos) 1 (candareen). It is expressly agreed to in the presence of three parties and with the consent of both sides. The transaction has this day been completed in the presence of all parties. The deed (and consideration) money have been mutually handed over without leaving anything owing. After the sale the buyer shall be at liberty to alter her name for service, and when she grows up to open negotiation for her marriage. Should there be any doubt as to her antecedents the vendor and the mediators shall have to clear it, and the purchaser is not to be concerned (in the matter). Either party must regard all mishap or kidnapping, if any, as the will of heaven. After purchasing this it is not a case of kidnapping, fraud, compulsion, or in satisfaction of a debt, etc. Least words of mouth should bear no evidence, this deed of sale is clearly made and handed over to the Ip Tak Wo Tong to be kept as proof.

Really received by the hands of Chan A Ping and his wife Lau Shi the sum of \$125, each at the weight of 7 (maos) 1 (candareen) being the consideration money for sale of the girl.

Mediators Tsang A Han (finger mark),
Shui A Kwai (finger mark).
The person making this deed for sale of girl
Chan A Ping's own pen.
Lai Shi's finger mark.
Sun Tung third year intercalary, 6th moon 30th day.

THE KING OF SIAM'S CORONATION.

KING GEORGE'S REPRESENTATIVE.

The King has selected His Serene Highness Prince Alexander of Teck, G.C.B., G.C.V.O., D.S.O., to represent his Majesty at the Coronation of the King of Siam in December next. His Serene Highness will be attended by the following gentlemen:—
Lieutenant-General Sir J. M. Grierson, K.C.B., C.V.O., C.M.G.
Vice-Admiral the Honourable Stanley Colville, C.V.O., C.B., and
Mr. Bailey Alston, of the Foreign Office.

The Times says it has reason to believe that Mr. Alston will not return to the Foreign Office after the ceremony in Bangkok, but will proceed to Peking to take the place of Mr. W. G. Miller as Counsellor of the Legation. Mr. Max Müller, who is at present in England on leave of absence, will take Mr. Alston's place at the Foreign Office.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE REVOLUTION.

FIGHTING BEGUN.

PEKING, October 18th.

Reports received at the Legations state that a rebel force crossed from Wuchang yesterday evening, proceeded up the Han river, and is attempting to take General Chang Piao, whose camp is near the Belgian Concession, in the rear.

Fighting between the rebels and the Imperialist troops and gunboats began this morning, but the result has not been ascertained.

Women and children have been advised to leave Hankow.

[General Chang Piao was in charge of the garrison at Wuchang when the rebels captured the city, and managed to escape, when his troops mutinied. He was cashiered by Imperial Edict but presumably, like the Viceroy, he has been given an opportunity to retrieve his reputation.]

["THROUGH REUTERS' AGENCY."]

STRENGTH OF THE FORCES.

LONDON, October 18th.

Two thousand Wuchang rebels with batteries have crossed the Yangtze and disappeared up the Han river.

It is estimated that 4,000 Imperialist troops are North of Hankow. They are splendidly drilled and equipped, and are now in the vicinity of the Race Course awaiting re-inforcements.

The rebels at Wuchang are marching to attack the Imperialists, and a battle is believed to be imminent.

Admiral Winslow has arrived at Hankow in H.M.S. *Albatross*, and five extra foreign warships have arrived there.

FALL OF NANKING EXPECTED.

LONDON, October 18th.

Reuter's correspondent at Peking wires that the American Consul at Nanking telegraphs that the fall of that city is imminent, and requests the despatch of a warship.

Reuter's correspondent at Hankow wires that the slaughter of the Manchus has apparently ceased, the Revolutionary leaders having issued a proclamation ordering their followers to spare all who submit.

Two Republican newspapers have started. A revolutionary force outside Kiukiang is demanding the surrender of that city.

ACTIVITY OF THE HUNGHTUZE.

Reuter's correspondent at Peking wires that the order suspending passenger traffic on the Peking-Tientsin line has been cancelled, and that a train each way is allowed daily.

A significant feature of the reports here is the announcement that Manchu women are changing into Chinese dress.

The turbulent Hanghtutze tribesmen are most active in North Manchuria, and Russian troops have been ordered to check their advance immediately.

GERMANS CLASH WITH A CHINESE MOB.

Reuter's correspondent at Berlin says it is officially announced that landing parties from the German warships *Leipzig*, *Tiger* and *Vaterland*, in company with German volunteers at Hankow, are engaged in street fighting with a Chinese mob.

LATER.

Reuter's correspondent at Berlin says it is understood that other foreign bluejackets participated in the street fighting at Hankow.

AUSTRIAN WARSHIP FOR HANKOW.

An Austrian warship sails to-morrow for Hankow.

THE REGENT OF BAVARIA.

LONDON, October 18th.

Anxiety is being felt regarding the Regent of Bavaria, who has contracted an attack of bronchitis from a cold caught last week while stag shooting. The Regent is a nonagenarian.

TELEGRAMS.

["THROUGH REUTERS' AGENCY."]

THE MEDITERRANEAN WAR.

TURKISH FLEET LEAVES THE BOSPHORUS.

LONDON, October 18th.

The Vienna *Die Zeit* Constantinople correspondent says that the Turkish fleet has left the Bosphorus to protect the harbours of Epirus.

FRENCH INTERESTS IN TRIPOLI
A Toulon message says that the cruiser *Leon Gambetta* has sailed for Tripoli to protect French interests.

TURKISH COMMANDER DEPOSED

It is stated in Rome that Munir Pasha the Turkish commander in Tripoli, has been deposed by the troops and replaced by Nesiat Bey.

The officers subsequently held a conference at which some urged that they should march to Tunis.

Nesiat Bey, however, insisted upon a continuance of the resistance.

ROYALISTS IN PORTUGAL.

LONDON, October 18th.

Portuguese troops which are vigilantly patrolling the northern frontier report that there are considerable numbers of Royalists in the townships on the Spanish border.

The cavalry have captured about one hundred.

SLEEPING SICKNESS COMMISSION.

LONDON, October 18th.

Reuter has been informed that a Commission to investigate sleeping sickness under the auspices of the British Government and the Royal Society sails for Nyassaland on November 10th under Colonel Sir David Bruce, who will be accompanied by Lady Bruce.

One of the principal objects of the Commission is to discover if the existence of the fly responsible for the disease depends upon the presence of big game. If so, it may involve the wholesale destruction of the latter.

ANOTHER RUSSIAN TRAGEDY.

LONDON, October 18th.

Reuter's correspondent at St. Petersburg wires that a telegram has been received from Novocherkassk, the capital of Don Cossacks, stating that Prince Trubetzkoi, a member of the Council of Empire, was fatally shot by a student, who is a relation.

GERMANY'S FOREIGN POLICY.

LONDON, October 18th.

Reuter's correspondent at Berlin wires that Herr Bethmann-Hollweg, in a letter to the President of the Reichstag said he was willing to answer interpellations regarding foreign policy, but the Government were unable to make statements regarding Morocco.

With regarding Tripoli, he mentioned that a continuous exchange of views was proceeding among the Powers with a view to ending the Turco-Italian war.

THE BANK OF EGYPT.

LONDON, October 18th.

The compulsory winding up of the Bank of Egypt has been ordered.

THE RUMOUR OF AMERICAN FARM ENTERPRISE IN MANCHURIA.

Collating the evidence from various sources, the *Nichi Nichi Shimbun* discloses the proverbial grain of truth existing in the recently circulated rumour about a big American farming enterprise in Manchuria. The interpretation of the story is that Viceroy Chao, among the reforms incidentally to his assumption of office in Manchuria, gave directions for the organisation of an Agricultural Bureau with an American adviser, the Viceroy's idea being that Manchuria might be rendered much more attractive to Chinese immigrants if American methods of farming were introduced. But after the new Bureau was formed in Mukden no evidences presented themselves of any practical exercise of Chinese activity or employment of Chinese capital in this direction. It was therefore proposed, as the only way of saving the proposition from total failure, that a farm of considerable dimensions—a figure of 50,000 acres is mentioned—should be established entirely under American management to serve as a model for Chinese immigrants. The land is said to have been actually selected along the Sungari River, but how much further the project has advanced there is as yet no information.

FOOTBALL.

The Royal Garrison Artillery and Royal Engineers played a friendly game on Tuesday on the military ground, the result being a win for the R.G.A. by four clear goals. Both sides were experimental with a view to infusing new blood into the teams, as several of last year's players will shortly be leaving for home. It was soon apparent that the Artillery were the stronger side, as they did the bulk of the attacking, the R.E. rarely getting into their opponents' territory. The opening score, however, was long delayed, as it was not till half an hour had elapsed when Melia sent in a stinging shot which struck the inside of the upright, Vincent putting through from the rebound. The teams crossed over without any further addition to the score. The second half resolved itself into a practice for the R.G.A. sharpshooters, shot after shot being rained on McGregor, who, however, was very safe and could not be blamed for any of the goals which were scored. Vincent (2) and Richards added further points in this half, the final score being, R.G.A., 4; R.E., nil.

THE DROUGHT AND THE DURBAR.

It appears from the last few English mails that some of the papers at home are inclined to make use of the recent drought in the Punjab and in Gujarat as an argument against the holding of the forthcoming Durbar at Delhi and the visit of the King to India. It is obvious that had the monsoon failed entirely as it did in 1897, the holding of the Durbar or any popular rejoicing anywhere in India would have been out of place, quite apart from the fact that all the available money of the Government would have been absorbed in famine relief. There have been times during the present monsoon season when fears were entertained that the Punjab was about to be the scene of very great distress. There was practically no rain during June and the earlier part of July, with the result that prices, particularly of fodder, rose alarmingly. Then there was a little rain which saved the situation for the time being, but a second period of drought intervened and a result of reports from District Officers the Government took the first step of abandoning the great military manoeuvres that were to precede the Durbar and to reduce the number of troops that were to concentrate at Delhi from 80,000 to 50,000. The Government, then, waited to see whether the final burst of the monsoon, which is generally due about the first week of September, would be sufficient to save the Punjab. If it did not furnish relief work would have to be opened, and the question of postponing the Durbar would have to be seriously considered. But, fortunately it did rain and the Viceroy was able to telegraph to the Secretary of State that the monsoon had at last become satisfactory both in the Punjab and Gujarat, and that the favourable conditions were likely to continue. The Lieutenant-Governors of the Punjab made a tour in the districts which had been previously the scene of want of rain and reported that the situation was less gloomy than was anticipated. The grain stocks were plentiful and the cattle in fair condition. The recent rain had put an end to the increase in the fodder supply. The crops that were withering had recovered, and the cultivators were busy with sowings for the winter harvest. There exists, therefore, at the present moment no reason why the visit of the King to India should be set off, and all loyal citizens will naturally rejoice.

But although it is the earnest desire of the multitudes in India that the King should visit this country, there are a number of politicians who, for reasons of their own, would rather that the visit did not take place, or if it does that it should in some way prove a failure. These people are naturally making the most of the scarcity that once threatened and lurid pictures are drawn of what India suffered in previous times of famine. It would be as logical to make the massacre at Delhi by their hands an excuse for not holding the Durbar. *John Bull* gives as other reasons for stopping the Royal visit the situation in Europe, and the fact that the million of money set apart for the purpose might be expended in more "useful" ways. So far as affairs in Europe are concerned they have never been so threatening as to make it unwise for the King to leave England, and, at the present moment, the prospects of war may be said to be quiescent. As for spending the money on "useful" schemes, no scheme could be more generally useful to India than one which will awaken a fervid demonstration of loyalty throughout the country. The King has long been an abstraction to the Indians. His presence in the country will both declare his sympathy with and pride in this magnificent Empire and will afford an opportunity for the loyal Indians, who far outnumber the rest, to demonstrate their "loyalty" in an impressive and abiding fashion. There is no doubt that the disloyalists fear the effect of such demonstrations, and it is a great pity that people like Mr. Horatio Bottomley should play into their hands by statements about money being needed for other things and by requests for boon. One politician, who ought to know that no boon which would please everybody is possible, has gone so far as to say that if there are no boons the visit will be a failure. The idea, of course, is to lead the unthinking masses into the belief that they will get something to their personal advantage and then make capital out of their disappointment. We hope the people who will be disappointed will be the politicians who have not made sufficient allowance for the personal regard in which His Majesty is held. —*Catulla Englishman*, Sept. 29th.

THE PORTUGUESE GOVERNMENT AND ITS PREDECESSOR.

REVISION OF DECREES.

The Government has already begun revising the decrees passed by the Provisional Government. The last Minister of War had considerably increased the Territorial Army, especially the Artillery corps, in order to make numerous promotions. The present Government, however, finding that this would increase the yearly expenditure of the Army by 240,000, has cancelled the decrees. The last Government had also increased the salaries of numerous public officials. The Minister of Finance has responded all increase, declaring that the financial situation of the country is unable to bear such extra expense. The yearly deficit is already close on £1,000,000, and the equilibrium of the Budget can only be attained by the most stringent economy. According to the highest information, says the *Times* correspondent at Lisbon, the majority of the decrees of the last Government will undergo considerable modifications, and others will be suppressed altogether.

SUPREME COURT.

Wednesday, October 18th.

IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (ACTING CHIEF JUSTICE).

ALLEGED CHILD-STEALING.

Lau Fung, alias Lau Ping Fan, was indicted on a charge of stealing a child 13 years of age. Prisoner pleaded not guilty, and the following jury was empanelled:—Messrs. G. R. Edwards (foreman), A. C. Dias, H. Davidson, S. G. Newall, O. Wagner, A. Crawford and H. Haines.

The Attorney-General (Hon. Mr. C. G. Alabaster), instructed by the Crown Solicitor (Mr. J. H. Kemp), appeared for the Crown, and prisoner was undefended.

The Attorney-General informed the Court and jury that the prisoner was charged with kidnapping a child 13 years of age on September 28th last. The child's parents were dead, and some time about or before August last the prisoner obtained possession of the child from the child's relatives in China, and sold her to a woman living in Hongkong through the woman's brother-in-law. All the formalities of a Chinese sale were gone through. A deed was prepared, consideration was stated, the witnesses' names were put down, and the brother-in-law after paying over the money took the child and handed her over to her new mistress in Hongkong. Apparently the child was quite happy and contented in her new home. She was sent out on September 27th to buy rice, and a woman enticed her into a house. The child was taken to Yummi, where she saw the woman who originally sold her. She stayed at Yummi for the night, and next day was taken aboard a Canton steamer by the prisoner, who was arrested while trying to conceal its face to prevent its being recognised. When charged at the Police Station the prisoner said an old woman asked her to take the child to Canton. The Crown's case was that the woman sold the girl originally, and having got the purchase price went and stole her again in order to get the purchase price for nothing.

Evidence was opened, and while the second witness was in the box.

His Lordship asked the Attorney-General—Is there any case I can possibly leave to the jury here?

The Attorney-General—There is a clear case of leading away.

His Lordship—This deed has no effect whatever. It may be found on the woman who bought her, and I think it is very probably a case of flying the white pigeon. A relative sold her.

The Attorney-General—The prisoner is not a relative.

His Lordship—A relative of her mother: the girl said so herself.

The Attorney-General—This deed of sale is absolutely good.

His Lordship—A transaction of this sort is wholly void here. All this woman has done is to deprive a woman, who had no right whatever, of the custody of the child.

The Attorney-General—There is no evidence that the prisoner is entitled to the custody of the child. That deed is an admission that the natural guardians of the child have renounced their rights as guardians.

His Lordship—They cannot do that. Her relations can come and ask in this Court for her.

The Attorney-General—Is your Lordship prepared to order that the child should be handed over to this woman?

His Lordship—That is quite another matter. The child should be handed over to the Registrar-General.

The Attorney-General—In flying the white pigeon the white pigeon is a consenting party. His Lordship—It may not be. Supposing it was a baby?

The Attorney-General—A baby has no volition, and this child was not a consenting party, for her mistress treated her well.

His Lordship—It is very likely that she did, but that is a matter for the Registrar-General.

The Attorney-General—It seems to be putting a great premium on this, but if your Lordship so directs I offer no further evidence.

His Lordship—Supposing the jury were to convict, I think it would be bad in law.

The Attorney-General—I accept your Lordship's direction.

The jury, on the direction of his Lordship, returned a verdict of not guilty, and prisoner was discharged.

ALLEGED ROBBERY.

Li Yau and Wong Cho were arraigned on a charge of robbery.

Prisoners, who were not defended, pleaded not guilty, and the same jurors were sworn in as in the previous case.

The Attorney-General said the two prisoners were charged with having, in company with another man named Chan Ping and certain other unknown persons, robbed a building contractor on August 7th. This contractor lived at Ship Street, and on August 2nd the second prisoner and a man named Chan Ping went to his shop and asked him to go to Observation Place to effect some building repairs. The contractor went there and executed the work. On the 7th of the same month Chan Ping again called on the complainant, and said he wanted him to go to Tsimshatsui and repair a house there. Quite unsuspectingly the contractor went to this house, in which he saw both the prisoners and one or two other men. He was taken over the house and told what to do, and suddenly the whole party made a violent attack upon him, robbed him of everything he had, bound and gagged him, and departed. It took the

victim some minutes to get free, then he went into the street. He was bleeding at the mouth, and the wire of the gag was still fastened in his queue when he arrived at the police station and reported the occurrence. The first man arrested was Chan Ping, who was convicted at the last Sessions.

After hearing evidence the jury returned a unanimous verdict of not guilty, and prisoners were discharged.

KIDNAPPING.

Leung Ping Ship and Lau Kai Fu were charged with kidnapping.

Prisoners pleaded not guilty, and the same jurors were sworn in.

The Attorney-General said there were two counts against the prisoners. The first charged them with kidnapping a little boy seven years of age, and the second with detaining him aboard a British ship. The mother of the boy would say that on September 29th she missed her son, who was sitting down outside her house in Ship Street, and made a report to the police. The principal tenant of the house would say that on the 27th prisoner arranged to live there, paid a month's rent in advance and moved in on the following day, when he was accompanied by the second defendant. On the 29th the first defendant left the house, and just after his departure the child was missed. At 9.15 p.m. that day a Chinese constable on board the *Wing On* noticed the defendants sitting down on board, and the small boy lying behind them with his face covered with a jacket. He questioned them, and not being satisfied with their answers questioned the boy, who said the prisoners were taking him to a place where European meals were served. The constable told the defendants' names together, the captain looked them up, and they were brought back to the Colony in the same ship.

The jury, after hearing the evidence, found the first defendant guilty on both counts, and the second defendant guilty on the first count.

His Lordship sentenced the first defendant to five years' imprisonment on each count, the sentences to run concurrently, and the second defendant was sentenced to three years' imprisonment.

ALLEGED KIDNAPPING.

Chung Tun, a bean curd seller, was charged with stealing a child under the age of 14 years.

The Attorney-General stated that in this case the prisoner was only charged with detaining the child, as the first portion of the offence was committed outside the Colony. The child was two years of age, and named. She entered a nursery in China at the age of three years, after her father died. The prisoner had been a bean curd seller in the neighbourhood of the convent and sold her wares to the inmates. In September, two of the girls, one 18 years of age, and the girl mentioned in the charge, disappeared. The older girl was recovered soon after, and the younger remained at large until a few days ago. The woman told a peculiar story at the Magistrate's. She said that the older girl had no hair and did not like the life of a nun, which she said was too hard. She said her old mistress had gone and the new one cruelly beat her. The girl ran away for a couple of nights, one of which she spent with prisoner, who advised her to go to the God of the Temple of the Earth. The priest discovered her there and sent her back to the convent. Later on the girl came back to prisoner and said that there was a young girl in the convent who wanted to get away and go to someone's house as a daughter. A few days afterwards she heard that a merchant in Des Voeux Road required a daughter, so she brought the girl to him. No force was used, and when she saw that the girl was happy she returned to her business outside the convent. The priest then accused her of kidnapping the child. This story, which is of a practical arrangement between the prisoner and the older girl to go away, taking the younger one to pay expenses.

After hearing evidence the jury returned a verdict of not guilty, and the prisoner was discharged.

DIVORCE IN JAPAN.

THE EFFECT OF FEMALE EDUCATION.

An article on this subject appears in the September number of the *Reikyo Zasshi* (Unitarian) which deals with the whole subject of divorce in the East and the West regarded from a religious, ethical and economic point of view. From the statistics quoted by Mr. O. Miyata, the writer of the article, we learn that in 1870 the proportion of divorces to the total number of marriages was 84 in one thousand; in 1890 it had risen to 148, and in 1900 it reached 260. Comparing these figures with those of other countries, we find, says Mr. Miyata, that not only do we surpass every country in Europe, but what is more we even surpass America.

In the Western countries public opinion on the subject of divorce may be classified under three headings:—(1) There are the Roman Catholics and Protestant ritualists who hold that divorce is not allowable under any circumstances, that death alone can separate man and wife. (2) There are Protestant countries where the law allows divorce for certain specific reason, without rendering the process of obtaining a legal separation by any means easy. (3) There are certain States in America and certain Socialistic bodies which hold that divorce should be rendered as easy as possible. A professor of Sociology in the Nebraska University has recently been advocating this view, and is tending that not till this is done can existing social evils be cured. One thing is certain, divorces are on the increase throughout the civilised world and in modern times the applications for divorce sent in by women are much more numerous than those sent in by men.

This is largely the result of the progress of female education, which has placed women in a position of greater independence than they formerly occupied. As regards Japan, there is no doubt that the new ideas imported from the West have on the whole tended to the increase of divorce. Our girls have been taught that they should be more independent and self-respecting, that they should demand liberty to choose for themselves what course they will follow. The doctrine of the great superiority of the male sex is no longer generally taught in schools or instilled on from the pulpit and the platform. The objections felt to the old method of arranging matches without consulting the women concerned is resented to-day by girls educated in our modern schools. There are many indications, says Mr. Miyata, that our modern education has erred in the direction of developing the intellectual faculties of girls to an excessive degree, while neglecting to instruct them in their duties to society and their families.

PROGRESS OF BRITISH ENTERPRISE IN CHINA.

The following article has been contributed to *Eastern Engineering* by Mr. Edgcombe Brighton.

Many publicists have discoursed from very different standpoints upon the theme of varying aspects of this question just as there are varying opinions for the subject is full of complications. Such writers, however, have too often sacrificed fact for theory, and have almost invariably ignored the Chinese view of the situation. That was all very well when the Chinese were totally ignorant of Western ways, and, consequently, were incapable of forming an accurate estimate of the foreigner and his methods. But now there is a big and ever-growing Chinese community whose opinions and criticisms of foreign business matters are worthy of consideration. It is in order that the views of some of the more Westernised Chinese should be brought before business Englishmen that this article is written.

For several years I have been in close and constant touch with the better class and most enlightened of the Chinese business men, and their views as to our methods of working the Chinese engineering puzzle, together with the advancement of the British engineering trade, should be of interest to engineers in the Home Country. It has often been my lot to discuss with Chinese who are pro-British by virtue of their having been educated in England, and by them the suggestion has often been made to me that some should point out to the British effort in China which from their point of view have either been neglected or misdirected. One of the most important of these has to do with our efforts to educate the Chinaman. Every year many thousands of pounds of British money find their way into China for educational purposes, and there is no question that, if properly applied, that money could do a very great deal towards strengthening the ties between the Chinese and the British to the advantage of both. Chinese and other countries are also spending large sums of money in China for the same purpose, but the difficulty between the German method and our own is that every penny spent by these countries on Chinese education is laid out definitely and intelligently with a view to producing certain results which will benefit the business men of the Vaterland, while ours is too often squandered imprudently without any system or forethought, and the best instance of this is the Universities to be provided by British capital in China. From all accounts the system of education to be employed there is of the higher class. This my Chinese friends maintain is a mistake, because the men who take and will take high official positions will in any case have to pass the present Chinese examinations, by which nearly all promotion is gained. Therefore, the question is, what system would a man take first, and what age would he be by the time he became versed in both? The answer, again, how far is it possible for a man to be again learned in two forms of education so elaborate and so entirely different, without his brain becoming overloaded with knowledge?

My Chinese say that greater benefits would accrue to China and to British trade if, instead of forming such Universities as are proposed, a series of Secondary and Polytechnic Schools were established at the different centres. This was forcibly brought to my notice after I had given a simple lecture at a Chinese Engineering College. I was surrounded by English-speaking students who by their expressions backed up my Chinese friends' opinion, and I was forced to the conclusion that there must be more in this opinion than appeared on the surface. Surely the comparatively few higher class Chinese, who for one reason or another wish for a foreign education, that is to say, to the European Universities, as has been their practice up to now, whereas the greater portion of the merchant class with whom we trade often cannot afford to spare their sons to go abroad for the necessary period. It is, therefore, clear that we should devote our energies and our money to teaching Western technicalities to the latter class according to British ideas. The Germans and Americans are sending teachers in large numbers here, and it is well known that the American Government subsidises their B. X. indemnity to enable the Chinese Government to send students to the United States.

Now all this may not sound so important as it really is, but, speaking of my own profession, I have to point out that a man trained as an engineer according to the German or American formulae will find it difficult to understand British catalogues and engineering particulars, because both these countries have different gauges and standards from our own. Under such conditions a Chinese engineer will draw up his specifications in his own German language, at all events on German or American lines. It thus stands to reason that if we allow our greatest competitors to train the next generation we shall find ourselves left in the race for trade. Especially will this be the case if the medium for conducting business between China and the outer world is to be the German instead of the English languages.

In talking of education we cannot leave out that I do not think the Chinese are the only people who require to have their knowledge extended. Every day we live it is made clear that the average Englishman requires educating about the outer world. Very few Britons outside China appreciate even to day the enormous possibilities of business, the immense distances between trade centres, and the huge area of this wonderful Empire. Foreign engineers' requirements are no longer confined to a few miles of the treaty ports, but are spreading far into the interior in every direction.

At present British engineers have no organisation to inform the manufacturers and exporters about China, and to explain the conditions of trade. I shall, perhaps, be told that the China Association is an excellent society, but I reply by saying that such may be the case, but what we require is the equivalent of a Trade Commission, who should not only keep the home manufacturers well informed as regards prospective business, but should give details as to how business is done in the East, and the particulars necessary to enable them to put forward intelligent quotations.

I think it will come as rather a shock to those who still slumber peacefully in their beds with the idea that we are the only manufacturers of Britain (if we exclude imports from Hongkong, which though British is cosmopolitan in its trade, and the other British colonies) to learn that the largest direct trade with China according to the latest report of the Chinese Customs is proved to be a fact. The figures show for the first time in the history of Chinese trade with foreign countries that we have been beaten, and we have been beaten by Japan.

And in addition it is interesting to learn that since 1905 our direct imports have decreased by about 19 per cent, while Japanese imports have increased by approximately 30 per cent, and Japanese by over 19 per cent. Of course, the German increase when regarded from the percentage standpoint looks abnormal, but it must be taken into account that their volume of trade is not yet nearly so large as ours. We must, however, not lose sight of the fact that if our trade continues to decrease and German trade increases at the present tremendous rate our imports will vanish. I do not wish to appear a panic-monger, but the "writing is on the wall."

If we reckon in the Imperial British trade, including India, Hongkong, Australia, and other colonies, we still lead by a great margin, but the fact that India is doing a large trade (principally opium) will not keep our home factories busy. I, therefore, maintain that more energetic steps should be taken to preserve and improve our position in China, an Empire which is going to be the greatest market the world has ever known.

Given above have to do with the general trade of China, and I am glad to say that when it comes to engineering imports our position is not nearly so bad. With these items, however, I need not deal, as they have already been published in *Eastern Engineering*. It is engineering firms should redouble their efforts to maintain and improve their position in China, for the competition which we have to face in this line is extremely and increasingly severe.

With regard to the all-important question of our Consular service, I would like to explain that in an article of mine which appeared last April in the *Electrical Review* certain of my remarks, I regret to say, were misinterpreted. I said that Consular support did not exist, and I did not mean to imply that by this I did not mean to imply that the Consular officials were anything but hardworking and zealous men. What I take exception to is the system at present in vogue, and not the men. It is true that at Peking we have our Commercial Attaché, but when one considers that our tremendous commercial interests in China are looked after practically speaking, by the Commercial Attaché and one Chinese typist, to say the least, it is not surprising that it is time for every British business man to consider if his system could not be improved. I claim that it is impossible for one man, however good he may be, to do the work that the Commercial Attaché is supposed to do unless he is endowed with superhuman capabilities and an "Arabian Night" carpet.

As any man who has had experience will tell you, it is most difficult to obtain reliable information as to prospective business in China. The only way in which the Commercial Attaché can really get to work upon it is from his fellow nationals, except that which filters through from the different Consulates, and I give away information as to a contract which would simply bring in further competition? Another point worthy of mention is the Commercial Reports circulated by the Board of Trade. The attaché slaves up a report, after varying delays it appears some time or other, and the more energetic manufacturers make it off post haste to their agents with the pious hope that they are sending valuable news, little thinking that in all probability the contract has already been executed and paid for. If the Commercial Attaché is to make a report, why not have it circulated amongst the registered British firms in the East, instead of sending it home first? That practice simply wastes the time of the attaché, the manufacturers, and their agents in China. To be a Commercial Attaché must indeed be a thankless position. I think it is a great pity that the present sitting occupant of the post, who is most energetic, has not a larger means at his disposal for giving effect to his evident capabilities.

Another point I should like to bring to notice is that it would be magnificent if the Associated Chambers of Commerce of Great Britain could send a delegation to visit China, as was done by the United States and Japan last year. Excellent effects would, I am sure, result. I think, too, that special efforts should be made by engineering manufacturers to attract students either as articled pupils or improvers in their works instead of letting them all go to the United States, Japan, and Germany.

There are many other things that could be done and that badly want doing, but their enumeration would require space. I will, therefore, conclude by saying our firms to take a far greater and more intimate interest in this country. The British manufacturer has a good name here for straight dealing and for the quality of his products, and he is more or less welcome in so far as foreigners of any nation are welcome in the Empire. Let him take advantage of the great start over his competitors that this has given him, and put an end forthwith to the policy of drift which is now going on.

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The report of the Inch-Keneith Rubber Estates states that the profit amounting to £25,831, to which falls to be added £4,219 brought forward. The directors recommend a final dividend of 30 per cent, tax free, making 55 per cent for the year, and that £18,000 be carried to reserve, leaving £5,831 to be carried forward. No further land has been cleared, but the land previously cleared has been all planted up. There are now 1,512 acres under cultivation. The rubber crop totalled 172,855 lb., and realized an average price of 5s. 2d. per lb. net. The total cost of production was 2s. 0d. per lb. The estimated crop for the current year is 228,000 lb. To meet the expense of development of estates and other capital expenditure the directors are issuing £25,000 5 per cent. terminable mortgage debentures.

The report of the Bakop Rubber Plantations for the year ended June 30 states that the crop exceeded the estimate of 18,000 lb., the quantity produced amounting to 21,530 lb., which realized an average of 5s. 13d. per lb. After charging up to capital the cost of upkeep of immature area amounting to £5,851, the year's crop account shows a surplus of £2,931, which has been carried forward. The output for the current year is estimated at 60,000 lb. of dry rubber. In view of the increasing prices of the raw powers of the estates, the directors state that they feel justified in announcing their intention of declaring an interim dividend in December next of 5 per cent. on account of the current year's working. Including the cost of a factory, the expenditure for the year is estimated at £11,000. The portion of this outlay chargeable to capital will be met out of the £7,000 to be subscribed by the vendors in respect of the unissued shares under option.

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NEW ADVERTISEMENTS

NOTICE.

THE TELEPHONE DIRECTORY for 1912 is now in course of preparation, and Subscribers requiring any alteration thereto, or intending New Subscribers are requested to communicate their wishes to the undersigned within the next 14 days.

THE CHINA & JAPAN TELEPHONE & ELECTRIC CO., LTD.

Hongkong, 19th October, 1911. [1280]

MINISTERING CHILDREN'S LEAGUE UNDER THE PATRONAGE OF HIS EXCELLENCY THE GOVERNOR AND LUGARD.

A BAZAAR and FANCY FETE will be held (by kind permission of Commandant and Officers Hongkong Volunteer Corps) on the Volunteer Parade Ground, on TUESDAY, October 31st, from 2.30 to 7 P.M.

MANY NOVELTIES: SUITABLE FOR CHRISTMAS PRESENTS.

3.45 P.M.—Children's Variety Entertainment.

5.30 P.M.—Auction.

6.15 P.M.—Variety Entertainment.

If wet the Bazaar will be held in the Volunteer Headquarters.

Proceeds to be divided amongst various local charities for children and the Hongkong Cot in the M.C.L. House at Otterburn, Surrey.

NO CHITS TAKEN.

Hongkong, 19th October, 1911. [1279]

WANTED.

FURNISHED ROOM with Board in Kowloon, for 1st November. State terms.

Care of "Daily Press" Office.

Hongkong, 3rd October, 1911. [1232]

AUSTRALIAN BUTTER.

There is Nothing better than the best.

We keep it.

Do you want it?

FOUR BRANDS!

FOUR PRICES!

Fresh, Sweet, Firm, and cold as ice.

THE DAIRY FARM CO., LTD.

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [1271]

JUST UNPACKED!

BEST AND MOST RELIABLE ARTICLE

"CAREICKOO,"

SOAP SHUNK

Shirts, Pyjamas and Blouses; ALSO Silk and Woolen Flannels.

HOOSAIN-ALI & Co.

No. 14, Queen's Road Central, Hongkong, 7th October, 1911. [1072]

STOCKTAKING SALE.

(FOR 15 DAYS ONLY.)

SILK FANCY GOODS

of all kinds

At Extremely Low Prices.

BARGAINS! BARGAINS! BARGAINS

D. CHELLARAM,

55, Queen's Road, Hongkong, 2nd October, 1911. [1217]

ON SALE

AT THE

HONGKONG DAILY PRESS OFFICE.

NEW AND UP-TO-DATE

PLANS OF THE SI-KIANG

OR

WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns en route from CANTON to WUCHOW.

[1197]

PUBLIC COMPANIES

HONGKONG COTTON SPINNING WEAVING & DYING CO., LTD.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING of SHAREHOLDERS of the above Company will be held at the Office of the General Managers TO-DAY (THURSDAY), the 19th October, 1911, at 12.30 p.m., for the purpose of receiving the Report of the Consulting Committee and Statement of Accounts to 31st July, 1911.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 17th October, 1911, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 5th October, 1911. [1247]

SOENGEI RAMPAN RUBBER COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the FIRST ANNUAL GENERAL MEETING of this Company will be held at No. 3, Des Vaux Road, Hongkong, on THURSDAY, the 2nd November, 1911, at 4.30 p.m., for the following purposes, viz.:—

- To receive and consider the Balance Sheet, and
- The Report of Directors.
- To fix the Directors' Fees and retiring Auditors' Fee, to elect Auditors for the ensuing year, and to elect a Director.
- To transact any other business that may arise.

Notice is hereby given that the TRANSFER BOOKS of the Company will be CLOSED from the 19th October to the 2nd November, 1911, both days inclusive.

By Order of the Directors, C. N. G. WALKER, Secretary.

8, Des Vaux Road, Hongkong. Dated 16th October, 1911. [1276]

FOR SALE

BROWN, JONES & Co.

ITALIAN MARBLE FIGURES, CROSSES and HEADSTONES, BLACK, RED and GREY GRANITE MEMORIALS in Stock.

WEATHERED Glass Shades from \$4 up.

BROWN, JONES & Co., 41, Morrison Hill Road.

Telephone 423. Hongkong, 18th October, 1911. [776]

FOR SALE.

YACHT "CASTLE PEAK," sails, anchors, accessories. On View C. Y. C. anchorage.

For particulars apply, Mr. OTTO KONG SING, Solicitor, 12, Queen's Road Central, Hongkong, 16th October, 1911. [1246]

FOR SALE.

A Moderate Price, 40 ACRES of LAND in the Colony, suitable for Chicken Farming or Raising Pigs or Cattle.

Apply to—Care of "Daily Press" Office, Hongkong, 12th August, 1911. [1022]

FOR SALE.

DEBBINGTON, 7-roomed House, Peel Road, beautiful situation.

For Terms, apply to—C. SCHROTER, Care of Messrs. GARRIES, BORNER & Co., King's Buildings, IIIrd, Hongkong, 10th July, 1911. [923]

GRACA & CO.

PRINCE ST. (Hongkong Hotel Building), Dealers in

POSTAGE STAMPS, VIEW POST CARDS, FLOWER SEEDS, CIGARS, BOOKS, &c.

Just Received a Fine Selection of FLOWER and VEGETABLE SEEDS. Also for Sale

A few rare Macao provisional Stamps of 1 cent POSTAL, 2 cent and 5 cent surcharges and Cnt. Stamps.

Inspection Invited. [1221]

NEW CARTRIDGES.

By popular English Manufacturers. In all Sizes and Sizes.

SMOKELESS POWDERS and CHILLED

SHOTS—From No. 10 to 888G. at \$6, \$7 and \$7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1906 [1272]

DENTISTRY

DR. M. H. CHAUN, DENTAL SURGEON, 33, QUEEN'S ROAD CENTRAL.

1ST FLOOR, ROOMS 2 and 3 From the University of Pennsylvania, U.S.A. Telephone 126

Hongkong, 27th January, 1910. [1163]

SIEN TING

SURGEON DENTIST, No. 10, D'AGUIAR STREET

TERMS VERY MODERATE

Consultation Free. Hongkong, 21st September, 1905. [1171]

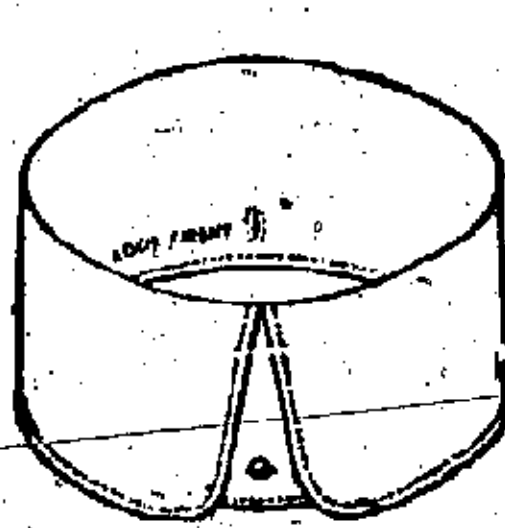
INTIMATION

LANE, CRAWFORD & CO.,

(TELEPHONE 97.)

SPECIAL VALUE IN BLUE SERGE SUITS

DONEGAL and HARRIS TWEEDS FOR SPORTING SUITS.



The "CRAWFORD" Collar Perfect Fit and Comfort

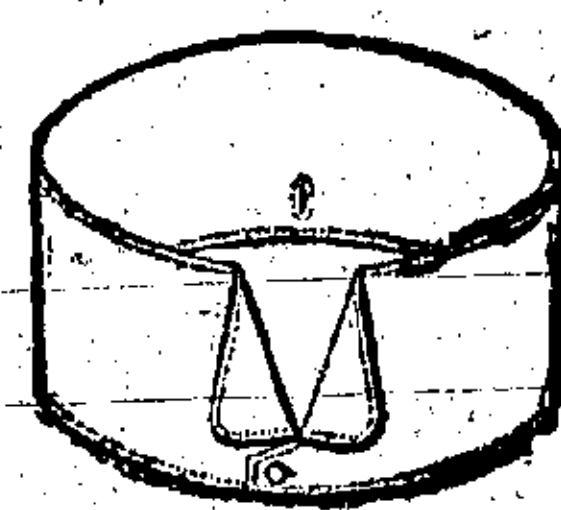
in 1/4 sizes.

1 1/2, 1 3/4, 2, 2 1/4, 2 1/2 inches deep.

The "LANFORD" Collars for Day and Evening Wear.

in 1/4 sizes.

2, 2 1/4, 2 1/2 inches deep.



LANE, CRAWFORD & CO.

[1088]

NOTICES TO CONSIGNEES

FROM NEW YORK.

THE H.A.L. Steamship

"VANDALIA," Captain Meisner, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whose delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 21st inst. at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE.

Hongkong Office.

Hongkong, 16th October, 1911. [1270]

NORDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon; and West Point Godowns, whose delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 23rd inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 23rd inst. at 9.30 A.M.

All Claims must reach us before the 27th inst., or they will not be recognized.

No Fire Insurance will be effected by the Undersigned.

NORDEUTSCHER LLOYD, MELBURNERS & Co., General Agents.

Hongkong, 16th October, 1911. [5]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"FOOKSANG," having arrived from Shearwater, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. on the 18th inst. will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, 17th October, 1911. [15]

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000

RESERVE FUNDS—

STERLING ... \$15,000,000 at 2/—=\$15,000,000

SILVER ... \$16,750,000

RESERVE LIABILITY OF PROPRIETORS ... \$31,750,000

RESERVE LIABILITY OF PROPRIETORS ... \$15,000,000

COURT OF DIRECTORS.

G. H. MEDHURST, Esq., Chairman.

B. SHELIM, Esq., Deputy Chairman.

F. H. ARMSTRONG, Esq., F. Lieb, Esq.

Andrew Forbes, Esq., W. L. Faffenden, Esq.

G. Friesland, Esq., Hon. Mr. C. H. Ross.

C. S. Gabbay, Esq., H. A. Siebs, Esq.

G. R. Laurens, Esq.

CHIEF MANAGER:

Hongkong—N. J. STABE.

MANAGER:

Shanghai—H. E. R. HUNTER.

LONDON BANKERS:

LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent per annum on the Daily Balance.

ON FIXED DEPOSITS.

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 1/2 per cent. per annum.

For 12 months, 4 per cent. per annum.

N. J. STABE,

Chief Manager.

Hongkong, 5th October, 1911. [19]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... £1,500,000

SUBSCRIBED ... £1,250,000

PAID UP ... £62,000

RESERVE FUND ... £325,000

HEAD OFFICE:

40, Threadneedle Street, LONDON, E.C.

BRANCHES:

Bombay, Calcutta, Madras, Karachi, Rangoon, Colombo, Kandy.

AGENTS IN JAPAN: Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS:

BANK OF ENGLAND.

LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Constituents.

Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits as under:—

For 3 months 2 1/2 per cent. per annum.

For 6 months 3 1/2 per cent. per annum.

For 12 months 4 per cent. per annum.

F. C. MACDONALD,

Acting Manager.

Hongkong, 14th July, 1911. [938]

BANKS

THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORIZED CAPITAL.....Yen 49,000,000.

PAID-UP CAPITAL.....Yen 30,000,000

RESERVE FUND.....Yen 17,150,000

HEAD OFFICE—YOKOHAMA.

Branches and Agencies at

Antung-Hsien Liao-Yang Ryojan (Port Arthur)

Bombay Changchun Lyons San Francisco

Dairen (Dalny) Nagasaki Shanghai

Fongtien (Mukden) Nanchang Tientsin

Hankow New York Tokyo

Honolulu Osaka

Kobe Peking

INTEREST ALLOWED ON CURRENT ACCOUNTS Deposits received for fixed periods at rates to be obtained on application.

TAKEO TAKAMICHI,

Manager, Hongkong, 25th September, 1911. [441]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853

HEAD OFFICE—LONDON.

PAID-UP CAPITAL.....£1,200,000

RESERVE FUND.....£1,625,000

RESERVE LIABILITIES OF PROPRIETORS.....£1,200,000

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily Balance.

On Fixed Deposits for 12 months 4 per cent.

" " for 6 " 3 1/2 "

" " for 3 " 3 "

WM. DICKSON, Manager.

Hongkong, 2nd May, 1911. [148]

HONGKONG SAVINGS BANK.

THE Business of the above Bank conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

N. J. STABE, Chief Manager.

Hongkong, 24th January, 1911. [12]

NEDERLANDSCH-INDISCHE HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK).

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000)

Paid up Capital Fl. 12,401,050 (£1,033,421)

Reserve Fund Fl. 3,252,157.01 (£271,013)

HEAD OFFICE: AMSTERDAM.

HEAD AGENT: BATAVIA.

LONDON BANKERS

THE WILLIAMS DEACONS BANK, SWISS BANKER.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money on Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—

12 months 4 1/2 per cent. per annum.

6 do. 3 1/2 do.

3 do. 3 do.

C. WOLDREINGH, Manager.

No. 8, Des Vaux Road Central, Hongkong, 15th August, 1909. [24]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

CapitalYen 10,000,000

Capital Subscribed (paid up) ...Yen 6,250,000

Reserve FundYen 2,620,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENTS:

Amoy, Canton, Foochow, Kailung, Keelung, Kobe, Nagasaki, Osaka, Shanghai, Tientsin, Yokohama.

As a Rule
you find that the longer
people have used it, the
less inclined they are to
go without it.

Calvert's Tooth Powder

They know—they can tell from
their teeth—how well the denti-
fice does what they want; that
food particles are never allowed
to accumulate round teeth which
are kept so beautifully clean.
Then it contains the antiseptic
properties needed, and it polishes
without scratching the enamel,
and is distinctly pleasant to use.
Your local Chemist or Store
is sure to stock and sell it.
F.C. CALVERT & Co., Manchester, Eng.

**MARTIN'S
APIOL-STEEL
PILLS**

A French Pharmacy for all ailments.
Thousands of Letters always keep a box
of Martin's Pills in the home, so that on the
first sign of any irregularity of the system
a timely dose may be administered. Those who
use them recommend them. See list of
names and testimonials. All Chemists and Stores sell them
throughout the world, or post free to
MARTIN'S, 20, rue, Montmartre, Paris.

**MARTIN'S
APIOL-STEEL
PILLS**

MITSU BISHI GOSHI KWAISHA (MITSU BISHI CO.) COAL DEPARTMENT

SOLE PROPRIETORS OF TAKASIMA
OCHI, MUTABE, YOSHINOTANI,
HOJO, KANADA, NAMAZUTA, SAJO
SHINNEW and KAMIYAMADA.
Collieries.
AGENTS FOR
KISHIDAKE and SAKITO Coals.
HEAD OFFICE—MARUNOUCHI,
TOKYO.
BRANCH OFFICES—NAGASAKI,
MOI, KARATSU, WAKAMATSU,
KOBE, OSAKA, SHANGHAI,
HONGKONG, HANKOW.
Cable addresses for above, "IWASAKI"
Codes, AI, ABO 5th Ed., Western Union.

AGENTS—
YOKOHAMA: M. ASADA, Esq.
CHINKIANG: Messrs. GOSHI & Co.
MANILA: Messrs. MACDONALD & Co.
SINGAPORE: Messrs. BORNHO Co., Ltd.

For Particulars, apply to
Y. SHIBUYA,
Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 10th August, 1911. [63]

As SUPPLIED TO THE HOUSE OF
LORDS AND HOUSE OF COMMONS

THORNE'S OLD VAT No. 4.

This vat was started by the late Robert Thorne
of Greenock and has been sold as No. 4 since 1831

SCOTCH WHISKY.

SOLE AGENTS IN
HONGKONG, CHINA & MANILA
A. S. WATSON & Co., LTD.

FOR
NERVOUS EXHAUSTION

LOSS
OF
MEMORY
and
DEBILITY
and

feed the
NERVES

**CHAPOTEAU'S
PHOSPHO-GLYCERATE OF LIME**

It increases vital energy and nerve
force, cures Neurasthenia, Hypo-
somnia, and nervous diseases in adults
and children.

IN CAPSULES, IN WINE, AND IN SYRUP

NOTES ON THE JAPANESE NAVY.

BY COMMANDER E. HAMILTON
CURRY, R.N.

Speaking with a brother officer when the
Russo-Japanese war broke out, the writer asked
for an opinion, knowing that he had had excep-
tional opportunities of judging, as he had been
in command of one of our own ships in China
at the time of the war between that empire and
Japan. "There is no question that the Japanese
will win on the sea," he answered. "I saw them
fight—the Chinese, and their organization was
then perfect. It was so good as to be
absolutely startling."

"And what have they been doing since that
time?"
"Perfecting perfection," was the significant
reply.

I sought enlightenment from yet another
officer, this time a soldier high in his pro-
fession, and who had also had exceptional
opportunities of ascertaining the quality which
resides in the Japanese as a fighting man. We
know how they died in heaps in their attacks
on Port Arthur; of how whole regiments went
to certain death cheerfully and uncomplainingly.
We read this in the newspapers at the time.
What was the cause which underlay this
apparent miracle?

Let me give the explanation as it was given
to me.
"Because in their case death itself means far
less than it does to the European, because when
they go into battle they are surrounded by the
spirits of their ancestors; their fathers and
mothers, if dead, are watching them actually at
the time; any hesitation would put the spirits
of the dead to shame. That is an impossible
thing for a Japanese fighting man to think of;
therefore, whatever happens, he must go on.
Also, were he to return to his home with any
shadow of a stigma upon his fame, his wife
would shut the door in his face, his mother
would rebuke him, the village community
would request him to remove himself elsewhere
—and there would be no 'elsewhere' for him
to go. He would be a pariah and an outcast,
with only the prospect of death by his own hand.
The system destroys individuality to a great
extent," said my informant, "but it constitutes
of any armed Japanese force something terrible
and efficient."

OUR SHARE IN HER NAVAL EVOLUTION.
There is also the point of view of the
rise of Japan from the small and interest-
ing little country that she was erroneously
imagined to be by the arrogant European
to one of the principal forces in the
world to-day. Never again will Western
nations scheme to take away from Japan that
which she has won by conquest, as was the case
after the conclusion of her war with China.
When we think that in 1863 we were fighting
against the Japanese at the Straits of Shinop-
seki, and at that epoch they were still using
bows and arrows, we have a reminder how far
they have travelled.

What makes her Navy so formidable is that,
like ourselves, she is an island empire, and that
the supply of her sailors is so large. The nation
which commands the services of men who are
seamen by choice and by the circumstances of
environment, is in a far better position than
can ever be that of those whose citizens are
laboriously instructed in the whole art and
mystery of the seaman, and who are drawn from
among the land population. The rise of the
Japanese Navy has incidentally been a source
of great financial gain to England, as, up till
the present, her battleships and cruisers have
been mostly built in this country. In con-
sequence, many millions of money have reached
the coffers of the shipbuilding firms in the
North, where Tyne and Clyde have eagerly
competed for orders.

Looking back a decade, we are reminded of
one thing, which is that at this period Japan
had no old obsolescent warships to relegate to
the scrapheap. The Mikasa, of 15,200 tons,
built at Elswick, with an armament of four
12-inch forty calibre guns, and fourteen 6-inch
forty calibre guns, was then her latest ship;
at that time the equal of any in the world. The
Asahi, of similar tonnage and armament, was
built at Clydebank, the Hatanaka at Elswick.
The Shikishima, of 14,550 tons, with
identical armament, came from the
Thames Ironworks. The Fuji and Yamashiro
were constructed at Blackwall; their tonnage
was 12,500, and they mounted four fewer 6-inch
guns than their bigger sisters. The Ise and
Iwate, of 9,800 tons, which carried four of
the now obsolete 8-inch guns, were built at
Elswick; as were also the Asama and Tokiwa,
which were one hundred tons less in burden.
The Yakumo, 9,850 tons, was built at Seattle,
and the Asama, of 8,435 tons, was built at St.
Nazaire.

It will be seen from this list all the enormous
amount that was being spent abroad, also how
the lion's share came into our own country.
Already, however, even at this date, Japan was
making tentative experiments in shipbuilding
on her own account, and, at Kure and Yokosuka,
were building the two small cruisers Nitaka and
Tatsushima, of 3,420 tons.

THE ATTAINMENT OF SELF-RELIANCE.
To-day Japan has learnt her lesson: the best
experts that our shipbuilding firms could pro-
duce have been tempted to the shores of the
Island Empire by princely salaries. In future
the money and the labour will both be Japanese,
and, even in the highest posts requiring the
greatest skill, the foreigners will be displaced.
Japan were with the time by sea as well as
by land, and those who provide the battleships
of the world to outside customers must now
seek fresh markets. In 1905 the Kashima and
Katori, of 16,400 tons, of the now obsolescent
four big-gun type of battleship, were constructed
for the Japanese at Elswick and by Vickers,
respectively. In the same year and that follow-
ing the Tsukuba and Itoima, of 13,750 tons,
were built in Japan. So also were the Setsuma,
19,250 tons, in 1906, and the Aki, 89,750 tons,
in 1907.

These last two vessels differ from any of the
European types in that they carry four 12-inch
and twelve 10-inch guns. This, of course, is an
enormously powerful armament, and was evolved
just before the Dreadnought revolution-
ized the building of battleships. Now Japan,
like all the rest of the world, has embarked on
the all-big-gun pattern with the Keweenaw
class, that are building at Kure and Yokosuka.
They are to be of 20,750 tons, and to carry
two or four 12-inch forty-five calibre
guns, the number apparently depending upon
whether the ahead and stern turrets are to
carry two or three of these weapons. There are
on the list of the Japanese Navy what none other
possesses in modern days: that is to say, ships
captured from the enemy now serving under the
national flag. Thus, the Hizen (late Retviens),
a battleship of 12,700 tons, the Suro (ex-Pa-
birds), of 12,674 tons, the Aso (ex-Bayard)
of 7,800 tons, the Sutsuya (ex-Novik); and the
Boya (ex-Varing). Japan has also a number of
cruisers and small craft, also a very efficient
torpedo destroyer flotilla. She has lately started
to build herself twelve submarines, and is ex-
perimenting with aerial craft; one naval
dirigible and one aeroplane.

As far as these very latest means of the de-
struction of your enemies are concerned, we
shall probably find Japan content to act the

WM. POWELL, LTD.

ENTIRELY NEW STOCK OF CARPETS
**AXMINSTER AND VELVET
SEAMLESS SQUARES**
WITH
HEARTHUGS TO MATCH.

FURNISHING DEPARTMENT.

PHONE 316.

[1130]

part of spectator until all the preliminary stages
are past, when she will wisely avail herself of
these experiments.
A glance at the map shows how well situat-
ed is the Island Empire for the great part she
intends to play in the future upon the sea. She
has a great and growing mercantile marine,
being credited with the possession of some 1,800
steamers and 4,000 sailing ships in addition to
the native craft that carry on the coastwise
trade; the total tonnage of merchant ships is
rather over one million two hundred thousand
tons. Lately we have renewed our treaty with
Japan, somewhat to the annoyance of certain
other Powers. We have been intimately
associated with Japan during the whole time of
her evolution into a modern nation, and it is
fair to say that the peoples of such countries have
learned something from the other. It has been
to our mutual advantage, and for that reason the
treaty has endured. —*Pall Mall Gazette.*

VOICE CONVEYED THROUGH ROCK.

STRANGE WONDERS OF "AEROPHONE."

For some weeks past experiments in wireless
telephony have been conducted near Chestow,
and their success has been remarkable.

The man who has made the latest discovery
is a young scientist, Mr. H. Grindell Matthews,
who was the other day made a member of the
Royal Institution at an earlier age than that
ever before recorded in the membership rolls of
the institution.

Mr. Grindell Matthews has been the first
to demonstrate the possibility of trans-
mitting the human voice over long distances by
his high frequency tests near Chestow, and
the British War Office is already in close touch
with him.

Mr. Matthews has demonstrated to his own
satisfaction the possibility of transmitting the
human voice through all obstacles without the
aid of wires. He submitted his discovery to a
severe test in the presence of a number of
experts. He was placed in the strong room of
a big London commercial house and locked in
with nine inches of armour steel, nine inches of
firebrick, and six feet of concrete between him
and the outer world.

By means of his small portable apparatus
he carried on a conversation with an operator
in another room on the other side of the
building.
So distinct and faithful was the transmis-
sion that the experts in attendance were actually
able to hear the tick of his watch, without
standing the almost impenetrable mass between
the two instruments.

SPEAKING THROUGH ROCK.
This wonderful success convinced the inven-
tor so thoroughly of the possibilities of the
power he had been able to harness that he is
contemplating a test through five miles of solid
rock between Chestow and Tintern. In the
main he is engaged in long-distance tests,
and on Saturday he succeeded in speaking from
Boschley, better known as the Old Bossey, in
Gloucestershire, to the New Passage, over five
and a half miles away near the Severn-Turner
outlet, on the other side of the river. This suc-
cess has met the condition laid down by the
Government as the minimum distance for a test.

Mr. Grindell Matthews is, however, not
content with what he has accomplished, and
during the next fortnight he intends to con-
duct experiments between Chestow and
Cardiff, a distance of about 25 miles as the
crow flies, and the Lord Mayor of the city
is to be asked to be present in order to conduct
the first conversation with some other pro-
minent public man at Chestow.

Man-lifting kites are being ordered for
this experiment.
Mr. Grindell Matthews is making his present
headquarters at the George Hotel, Chestow,
and there is a constant stream of scientists and
others to this hostelry in search of information.
During Saturday and Sunday two of the direc-
tors were with the inventor at the George
Hotel, and on Sunday night Mr. Grindell Mat-
thews left for London to personally choose the
man-lifting kites to be used in the Cardiff-Chestow
tests.

In a conversation with our representative,
Mr. Grindell Matthews explained that vibra-
tions produced in the air by his apparatus
did not take the form of the Hertzian waves,
as in the Marconi system of a wireless telegraph.
In fact, they were not waves at all, inasmuch as
the disturbances were of such high frequency that their action
was continuous rather than fitful and separate,
as in the case of Hertzian waves.

It was this high frequency, produced by his
apparatus, that had made it possible for sounds
to be reproduced and for all the fluctuations and
intimations of human speech to be transmitted
so faithfully that the voice of the speaker could
be recognized.

As in a cinematographic picture each delinea-
tion ran so quickly into the other that a con-
tinuous sustained reproduction was the result.

to be made in the near future in the harnessing
of Nature's forces.

"We are on the eve of still more wonderful
discoveries," he said to our representative, and,
at the same moment he showed a cutting from a
London illustrated newspaper issued last Friday,
referring to Miss Marie Correll's new book just
published, entitled "The Life Everlasting." In
this book Miss Correll again goes to the
occult for her theme, and writes of ships prop-
elled by an electric wind generated by their
own movement through the water. In the
book the author makes the owner of one of
these strange craft explain that, by a scientific
instrument, he is able to extract electricity from
the air, and so to conserve and harness it as to
make it produce a volume of wind at the opera-
tor's will.

"I will demonstrate to you that Marie
Correll has possibly hit upon a great truth, far
fetched though it may now seem," said Mr.
Grindell Matthews, and without delay he char-
tered a conveyance and drove the writer to
Boschley, in Gloucestershire, where his appar-
atus is installed. During the drive he explained
that the reading of the extract from Miss Correll's
new book and the oldest adverse comment
upon it had brought back to his mind a sur-
prising experience that he had had a few days
previous when experimenting with one of his
kites.

"I had fixed some insulators on the wire hold-
ing the kite. We were using no power whatever,
the wire being simply attached to the drum on
which the wire is coiled. The kite was dropping,
and in order to right it I jumped for the wire,
and, instead of taking hold of the insulators, I
happened to handle the wire, with the result that
I had a awful shock. It was like a kick from a
gun. I am convinced that, with a big length
of insulated wire, a great force of energy could
be collected from the atmosphere, and, having got
the electricity in that way, the next step would be
to store and control it. I am certainly deeply in-
terested in the problem that presented itself so
unexpectedly, and I am convinced that Marie
Correll has caught on to an idea worthy of the
strictest investigation."

On arrival at Boschley a kite was run up, half
a dozen insulators were attached to the drum
and end of the wire, and the writer was invited to
handle the wire which was not attached to any
other mechanism of any sort. "The invitation
was eagerly accepted, and the result was a
sharp momentary shock, although there was but
a very slight breeze. Keeping the kite in the
air, a second touch resulted in a stinging
sensation as one could well endure without
acute pain. It seemed as if the skin were
blistered by a white heat. On being touched
by another piece of wire a distinct spark was
emitted here.

JAPANESE SHIPPING EXPANSION.

THE STRUGGLE FOR THE PACIFIC.

A writer in a London paper of recent date
writes:—
The arrival of another Japanese liner of over
21,000 tons on the Pacific Ocean is a reminder
of the steady expansion of Japanese shipping.
This year the number of steamers under the
Rising Sun flag has increased to well over
2,500, representing a gross tonnage of about
1,250,000. Nearly 400 of these vessels are owned
by the larger companies, who receive ship-
ping subsidies or bounties. Although there is
a bounty on the construction of vessels of above
1,000 tons in Japanese yards the demand for
steamers is apparently greater than can be sup-
plied by native industry, and already this year
no fewer than 38 steamers, representing 102,442
tons, have been purchased abroad and trans-
ferred to the Japanese flag.

[This, of course, was largely due to the com-
ing into force of the new law, reserving the
coasting trade to Japanese ships.—(Ed., H.D.P.)]
The struggle for shipping supremacy on the
Pacific becomes more interesting every year.
Japan has now two huge vessels, each with a
tonnage of over 21,000, running, with several
smaller ones, on the North American service, be-
tween Vancouver and the Far East, while the
Blue Funnel Line is winning admiration from
the silk merchants for the vigorous way in
which it has maintained its line and expeditions
service across the Pacific.

There is talk in Japan of further interesting
developments in connection with the European
service of the Nippon Yusen Kaisha. The
rivalry between this company and the Nord-
deutscher Lloyd, notably for passengers, is be-
coming more acute, and the German company sends
some of its best and biggest ships to China and
Japan, and although the Japanese company
recently put several fine new vessels on the
European service there is a feeling that the
prestige of Japan, in the Orient as well as in
Europe, would be increased if she took first
place in the matter of the size of ships trading
direct with European ports. It is stated that a
scheme for building several ships of 10,000 tons
or more is now under consideration.

BECHSTEIN PIANOS

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CHOICE ASSORTMENT OF
SILK AND LINEN GOODS, GRASS-CLOTH, ETC., ETC.
INSPECTION SOLICITED. PRICES REASONABLE.
Hongkong, 12th April 1911. [591]

SHIPPING IN PORT

STEAMERS
ALCINOUS, British str., 4,278, Riepenhausen,
9th October—Liverpool via Singapore 1st
Sept., General—Butterfield & Swire.
ARABIAN, Danish str., 4,513, J. B. Cortlandt, 4th
Oct.—Amoy 27th Aug., General—Paper
and Iron—Melchers & Co.
BOHNE, German str., 1,344, F. Sembill, 12th
Oct.—Sandakan 7th October, Timber—
Melchers & Co.
CHENAN, British str., 1,350, W. Lloyd Jones,
16th Oct.—Shanghai 12th Oct., General—
Butterfield & Swire.
CHIFFINCH, British str., 1,199, F. Mooney,
16th Oct.—Tientsin 10th Oct., General—
Chinese.
CHUYEN, Chinese str., 1,177, Wm. Jamieson,
17th Oct.—Shanghai 14th Oct., General—
C. M. S. N. Co.
DAIYA MARU, Japanese str., 2,798, K. Kobaya-
shi, 17th Oct.—Yokohama 12th October,
Coal—Mitsui Bishi Goshi Kaisha.
DEVARONER, German str., 1,057, E. Gathe-
mann, 29th Sept.—Manila 25th Sept.—
Butterfield & Swire.
FOOKANG, British str., 1,987, T. A. Mitchell,
17th Oct.—Calcutta and Singapore 10th
Oct., General—Jardine, Matheson & Co.
FUKUYA MARU, Japanese str., 1,946, S. Kuma-
waki, 4th Oct.—Mojito 25th Sept., Coal—
Mitsui Bishi Goshi Kaisha.
HANGANG, British str., 1,356, S. Wilde, 14th
Oct.—Shanghai 14th October, General—
Jardine, Matheson & Co.
HOPANG, British str., 1,759, J. M. Hay, 16th
Oct.—Java via port 8th Oct., Sugar—Jardine,
Matheson & Co.
KEONGWAI, German str., 1,777, F. Nicolaisen,
5th Oct.—Bangkok and Swatow 4th Oct.,
Rice and Meal—Butterfield & Swire.
KIANG PING, Chinese str., 1,222, H. Udden,
5th Oct.—Chinkiang 29th Oct., General—
Chinese.
KURANG, British str., 4,895, R. C. D. Bradley,
15th Oct.—Mojito 11th October, General—
Jardine, Matheson & Co.
KWEILIN, British str., 1,228, Puket, 16th Oct.
—Chefoo 10th Oct., General—Butterfield
& Swire.
KWONGANG, British str., 1,428, W. F. Richard,
17th Oct.—Shanghai 13th and Swatow 16th
Oct., General—Jardine, Matheson & Co.
LAZETTES, British str., 1,340, C. C. Page, 9th
Oct.—Shanghai 5th Oct., Rice and General—
We Fat Sing.
LOONGANG, British str., 1,093, G. W. Leask,
17th Oct.—Manila 14th October, General—
Jardine, Matheson & Co.
MACHEW, German str., 996, R. G. Zollner, 9th
Oct.—Singapore 1st and Hoihow 8th Oct.,
General—Butterfield & Swire.
MARIE, German str., 1,169, H. Schlatter, 7th
Oct.—Saigon 2nd Oct., Rice and General—
Jensen & Co.
MICHAEL JENSEN, German str., 951, J. Pote-
sen, 17th Oct.—Manila 14th Oct.—Jensen
& Co.

LATEST STEAMER MOVEMENTS.

The CPR. Co's str. *Monteagle* arrived at
Shanghai at 1 p.m. on the 17th inst., and left
again at 6 p.m. same day for Moji, where she is
due to arrive at 10 a.m. on the 19th inst.
The Austrian Lloyd's str. *Austria* left Shang-
hai for this port on the 17th instant a.m., and
will arrive here on the 20th inst.
The P. M. S. Co. str. *Manchuria* was dis-
patched from San Francisco on the 17th inst.
for Hongkong, via Honolulu, Yokohama, Kobe,
Nagasaki and Manila, and is due to arrive at
Hongkong on the 17th prox.
The I.G.M. str. *Duelow*, which left here on
the 21st ult., at 10 a.m., arrived at Genoa on the
17th inst., at 3 p.m.

ON SALE.

BOUND VOLUMES of the HONGKONG
WEEKLY PRESS, January to June,
1911. With INDEX. Price \$7.50.
On sale at the "HONGKONG DAILY PRESS"
Office,
Hongkong, 2nd August, 1911

RUBBER SHARES.

SINGAPORE QUOTATIONS.

Singapore, October 3, 1911.

[Messrs. LYNALL AND EVATT'S LIST.]	
Nom. Value.	Buyers. Sellers.
2s Allagar	345 341 1/2
2s Allagar-Options	1s 15 1/2
2s Anglo-Java	4s 4s
2s Anglo-Johore	6s 7 1/2
2s Anglo-Malay	16s 17 1/2
2s Anglo-Sumatra	57 6s 6 1/2
1 Ayer Kuning	18s 21s
1 Banteng	40s 46s
2s Batak	1s 1 1/2
2s Batu Caves	21s 23s 1/2
2s Batu Tiga	71s 78 1/2
1 Buntar	18s 20s
1 Bukit Kajang	41s 43s
1 Bukit Lintang	7s 8s
2s Bukit Mertajam	24s 25 1/2
2s Bukit Rajah	22s 24s
2s Bukit Selat	1s 1 1/2
2s Carey United	65s 68 1/2
1 Castrol	11s 12s
2s Chersonese	3s 3 1/2
2s options	1s 1 1/2
2s Chirap	1s 1 1/2
2s Cioely	31s 35s
2s Prof	31s 35s
2s Consolidated	16s 17 1/2
2s Damansara	105s 115s
1 Dennistown	22s 25s
2s Edinburgh	8s 9s
2s Federated	190s 210s
2s Galang	361 4s 4 1/2
2s Galang	82s 89s
1 Golden Hope	80s 90s
1 Harpenden	122s 130s
2s Heawood	4s 4 1/2
2s Highlands	78s 83s 1/2
1 Inch Kenneth	150s 157s
2s Jasin	1s 1 1/2
2s Johore R. Lands	10s 10 1/2
1 Jura	12s 14s
2s Kampong	9s 11s
2s Kampong	28s 30s
2s Kapar	136s 147 1/2
1 Kapi	11s 12s
2s Kota	2s 2 1/2
2s Kuala Lumpur	117s 128s
2s Labu	9s 10s 1/2
2s Labu	66s 73s 1/2
1 Labu	56s 62s
1 Labu	22s 28s 1/2
2s Linggi	37s 39s 1/2
2s London	10s 11s
1 Macao	10s 11s
1 Macao	13s 15s
2s Merlimu	3s 3 1/2
2s Options	1s 1 1/2
1 Mount Austin	27s 31s 1/2
1 N. Ham	58s 65s
2s Padang	2s 2 1/2
2s Pataing	40s 44s 1/2
2s Peleah	3s 4 1/2
2s Permas	6s 7 1/2
2s Port	19s 21s
2s Port	21s 24s
1 R. Est of Johore	35s 40s
2s R. Est of Krian	2s 3s
2s R. Invest Trust	74s 86s
1 Sagra	19s 21s
1 Sapong	21s 23s
1 Seaford	88s 97s
2s Selat	39s 43s 1/2
2s Sendayan	21s 24s
2s Seugit	3s 4s
2s Seremban	55s 61s 1/2
1 Shiford	38s 42s
2s Singapore	5s 5 1/2
2s Straits	58s 64s
2s Sumatra	8s 9s
2s Sungai	65s 73s 1/2
2s Sungai	10s 11s
2s Sungai	22s 27s
2s Sungai	65s 75s 1/2
1 Sungai	37s 40s
1 Tanjung	1s 1 1/2
1 Tangkai	55s 61s
1 Telan	92s 98s
2s Temelby	92s 100s
1 United	21s 23s
2s United	6s 7s
2s United	84s 91s
2s Val	100s 110s
2s Val	26s 29s 1/2
2s Yam	5s 5 1/2
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1 Ayer Kuning	748s 752s
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1 Ayer Kuning	757s 761s
1 Ayer Kuning	760s 764s
1 Ayer Kuning	763s 767s
1 Ayer Kuning	766s 770s
1 Ayer Kuning	769s 773s
1 Ayer Kuning	772s 776s
1 Ayer Kuning	775s 779s
1 Ayer Kuning	778s 782s
1 Ayer Kuning	781s 785s
1 Ayer Kuning	784s 788s
1 Ayer Kuning	787s 791s
1 Ayer Kuning	790s 794s
1 Ayer Kuning	793s 797s
1 Ayer Kuning	796s 800s
1 Ayer Kuning	799s 803s
1 Ayer Kuning	802s 806s
1 Ayer Kuning	805s 809s
1 Ayer Kuning	808s 812s
1 Ayer Kuning	811s 815s
1 Ayer Kuning	814s 818s
1 Ayer Kuning	817s 821s
1 Ayer Kuning	820s 824s
1 Ayer Kuning	823s 827s
1 Ayer Kuning	826s 830s
1 Ayer Kuning	829s 833s
1 Ayer Kuning	832s 836s
1 Ayer Kuning	835s 839s
1 Ayer Kuning	838s 842s
1 Ayer Kuning	841s 845s
1 Ayer Kuning	844s 848s
1 Ayer Kuning	847s 851s
1 Ayer Kuning	850s 854s
1 Ayer Kuning	853s 857s
1 Ayer Kuning	856s 860s
1 Ayer Kuning	859s 863s
1 Ayer Kuning	862s 866s
1 Ayer Kuning	865s 869s
1 Ayer Kuning	868s 872s
1 Ayer Kuning	871s 875s
1 Ayer Kuning	874s 878s
1 Ayer Kuning	877s 881s
1 Ayer Kuning	880s 884s
1 Ayer Kuning	883s 887s
1 Ayer Kuning	886s 890s
1 Ayer Kuning	889s 893s
1 Ayer Kuning	892s 896s
1 Ayer Kuning	895s 899s
1 Ayer Kuning	898s 902s
1 Ayer Kuning	901s 905s
1 Ayer Kuning	904s 908s
1 Ayer Kuning	907s 911s

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE and YOKOHAMA	NAMUR Capt. F. E. Andrews, R.N.R.	Daylight 20th Oct.	Freight and Passage.
	CEYLON Capt. A. E. A. Baker	Daylight 21st Oct.	Freight only
SHANGHAI	ARCADIA Capt. S. Barham	About 26th Oct.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	DEVANHA Capt. W. R. Hickey	Noon 28th Oct.	See Special Advertisement
LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	SUMATRA Capt. W. R. Le Mare, R.N.R.	About 1st Nov.	Freight and Passage.

For Further Particulars apply to—

E. A. HEWETT,
Superintendent.

Hongkong, 19th October, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"CHENAN"	On 19th Oct., 4 P.M.
MANILA, ZAMBOANGA, THURS- DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, MEL- BOURNE, SYDNEY & MELBOURNE	"TAIYUAN"	On 19th Oct., 4 P.M.
CHIEFOO and NEWCHWANG	"KWEILIN"	On 21st Oct., 4 P.M.
SHANGHAI	"LINAN"	On 21st Oct., 4 P.M.
WEIHAIWEI and TIENTSIN	"KUEICHOW"	On 22nd Oct., 4 P.M.
MANILA, ILOILO and CEBU	"KAIPOH"	On 24th Oct., 4 P.M.
SHANGHAI	"CHINHUA"	On 26th Oct., 4 P.M.
SHANGHAI	"ANHUI"	On 28th Oct., 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 31st Oct., 4 P.M.
MANILA, ILOILO and CEBU	"TEAN"	On 7th Nov., 4 P.M.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING" Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIPOH" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung. Telephone 36.

REDUCED FARES—SINGLE \$45. RETURN \$75.
For Freight or Passage apply to—
HONGKONG, 19th October, 1911.

BUTTERFIELD & SWIRE,
AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW	"HANGSANG"	Thursday, 19th Oct., Noon.
TIENTSIN	"CHIPSING"	Friday, 20th Oct., Noon.
SINGAPORE, PENANG, CALCUTTA	"KUTSANG"	Friday, 20th Oct., Noon.
MANILA	"LOONGSANG"	Saturday, 21st Oct., 2 P.M.
SHANGHAI	"KWOONGSANG"	Tuesday, 24th Oct., 11 A.M.
SANDAKAN	"MAUSANG"	Wednesday, 25th Oct., Noon.
WEIHAIWEI, CHEFOO and NEWCHWANG	"TINGSANG"	Thursday, 26th Oct., Noon.
MANILA	"YUENSANG"	Saturday, 28th Oct., 2 P.M.

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG" and "FOONGSANG" leave about every 3 weeks Shanghai and returning to Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yagatsue Ports, Tainglan, Weihaiwei, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Two Usuan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—
HONGKONG, 19th October, 1911.

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING
"HAITAN"	Capt. J. S. Rouch	FRIDAY, 20th Oct., at Noon.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 24th Oct., at Noon.
"HAIYANG"	Capt. J. W. Evans	FRIDAY, 27th Oct., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—
HONGKONG, 18th October, 1911.

DOUGLAS, LAPEAUX & Co.,
GENERAL MANAGERS.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	Tons	CAPTAIN	DATE OF SAILING.
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 3rd Nov., at Noon.
CHIYO MARU	21,000	W. W. Green	FRIDAY, 1st Dec., at Noon.
NIPPON MARU	11,000	A. G. Stevens	FRIDAY, 22nd Dec., at Noon.
TENYO MARU	21,000	E. Bert	FRIDAY, 29th Dec., at Noon.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE new Triple Screw Steamer "SHINYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 3rd November, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	Tons	DATE OF SAILING.
HONGKONG MARU	11,000	WEDNESDAY, 13th December, at Noon.
KIYO MARU	17,500	TUESDAY, 18th February, at Noon.
BUYO MARU	10,500	TUESDAY, 9th April, at Noon 1912.

THE Steamer "HONGKONG MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on WEDNESDAY, 13th December, at Noon.

FARES FROM HONGKONG:

To LONDON \$71.00.
To VALPARAISO Yen 570.00.

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:—

TO EUROPEAN PORTS.—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN and UNITED STATES PORTS.—Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at Ports of Call.

TO ALL PORTS.—Missionaries and their families.
(These concessions apply to San Francisco Line Only.)

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU," "CHIYO MARU" and "SHINYO MARU" are fitted with Turbine Engines and Triple Screw. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.
For Further Particulars as to Passage and Freight, apply to
K. MATSUDA, AGENT,
King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"TACOMA MARU"	6,178	WED'DAY, 1st Nov., at 11 A.M.
	"SETTLE MARU"	6,182	WED'DAY, 29th Nov., at 11 A.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"PANAMA MARU"	6,059	TUESDAY, 14th Nov., at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for foreign Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING via SWATOW and AMOY	"SOSHU MARU"	THURSDAY, 19th Oct., at 10 A.M.
TAMBUI via SWATOW, AMOY	"DAIGI MARU"	SUNDAY, 22nd Oct., at 10 A.M.
FOOCHOW via SWATOW and AMOY	"CHOSHUN MARU"	WED'DAY, 25th Oct., at 10 A.M.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings
772-778

S. HIROL,
MANAGER

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG" Capt. E. de Catalano.

(1st and 2nd Classes) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 25th Oct., 1911, at 9 A.M.

For Passage and Freight apply to

P. THOMAS, H.M. Co.'s AGENT.

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO		Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON		Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ASSAYE	7500	February 3	MANTUA	11000	March 2	March 8
HIMALAYA	7000	February 17	MACEDONIA	10500	March 16	March 22
DELHI	8000	March 2	MORRA	11000	March 30	April 5
INDIA	8000	March 16	Through Steamer		April 13	April 19
DEVANHA	8000	March 30	MOLDAVIA	11000	April 27	May 3
DELTA	8000	April 13	MALJOJA	12500	May 11	May 17
ASSAYE	7500	April 27	MONGOLIA	10000	May 25	May 31
DELHI	8000	May 11	MALWA	11000	June 8	June 14

Passengers change Steamers at COLOMBO, with exception of S.S. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:
1st SALOON £71.10 SINGLE. £106.14 RETURN.
2nd " 27.12 " 42.12 "

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave to Hongkong	Due LONDON
NYANZA	Tonnage about	about
NILE	7000	February 7
NUBIA	7000	March 5
SUMATRA	6000	April 6
NAMUR	7000	April 17
PALAWAN	5000	May 15
BORNEO	5000	May 29
SYRIA	7000	June 12
NORE	7000	June 26

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES
FARES TO LONDON:
1st SALOON £55.0 SINGLE. £82.10 RETURN.
2nd " 28.10 " 42.12 "

For further Particulars, apply to—
E. A. HEWETT,
SUPERINTENDENT.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	Tons	SAILING DATES
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG COLOMBO, SUEZ and PORT SAID	MISHIMA MARU Capt. A. E. Moses	9,000	WED'DAY, 25th Oct., at Daylight.
	KAGA MARU Capt. M. Hagino	7,000	WED'DAY, 8th Nov., at Daylight.
	ATSUTA MARU Capt. Wm. Thompson	9,000	WED'DAY, 22nd Nov., at Daylight.
VICTORIA, B.C. & SEATTLE	KAMAKURA MARU Capt. B. Kon	7,000	SATURDAY, 4th Nov., from Hong
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	AWA MARU Capt. Iizawa	7,000	TUESDAY, 7th Nov., at Noon.
	INABA MARU Capt. S. Tominga	7,000	TUESDAY, 5th Dec., at Noon.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	7,000	FRIDAY, 27th Oct., at Noon.
SHANGHAI, MOJI and KOBE	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 24th Nov., at Noon.
	HAKATA MARU Capt. H. Nomura	7,000	WED'DAY, 25th Oct., at Noon.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekine	5,000	WED'DAY, 25th Oct., at Noon.
KOBE and YOKOHAMA	HITACHI MARU Capt. T. Yamawaki	7,000	THURSDAY, 25th Oct., at Noon.
BOMBAY via SINGAPORE, and COLOMBO	WAKASA MARU Capt. ...	7,000	TUESDAY, 31st Oct., at Noon.

§ Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only.

NEW LINE OF STEAMERS

BETWEEN

KOBE & CALCUTTA.

REGULAR SERVICE (once in every 18 days)
FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The Next Steamer to sail from Hongkong—
"KIRIN MARU," Tons 4,000, CAPT. DEGUCHI, ON 2nd Nov.

1912 PASSENGER SEASON 1912

STEAMER	Tons	CAPTAIN	From Hongkong
TANGO MARU	8,000	K. Kawara	February 14th
KAMO	9,000	F. L. Sommer	February 28th
AKI	7,000	K. Homma	March 13th
MISHIMA	9,000	A. C. Moses	March 27th
KAGA	7,000	M. Hagino	April 10th
ATSUTA	9,000	Wm. Thompson	April 24th
HITACHI	7,000	T. Yamawaki	May 8th
MIYASAKI	9,000	T. Muri	May 22nd
INABA MARU	7,000	S. Tominga	February 27th
TAMBA	7,000	K. Noda	March 26th
SANUKI	7,000		April 9th
AWA	7,000	T. Iizawa	April 23rd
INABA	7,000	S. Tominga	May 21st

For further information, apply to—
T. KUSUMOTO, MANAGER.
11061-14-40

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFARTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES.

via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

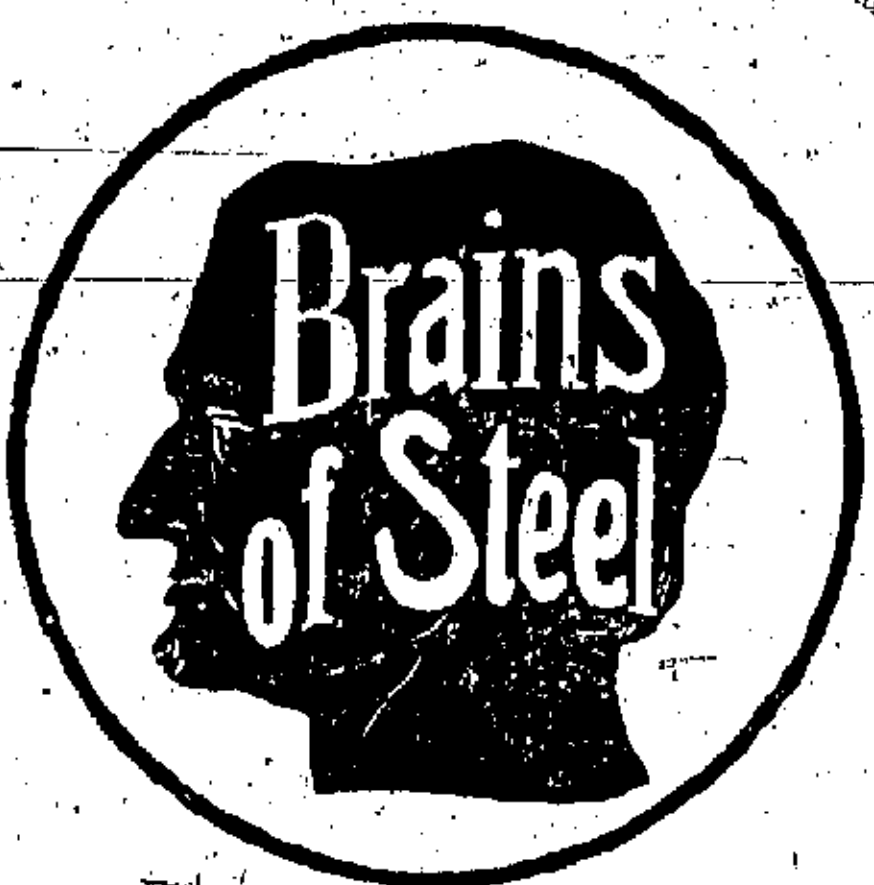
OUTWARD.	FOR ROTTERDAM, HAMBURG & ANTWERP:
For SHANGHAI, KOBE & YOKOHAMA:	S.S. BELGRAVIA ... 24th Oct.
	For HAVRE, BREMEN & HAMBURG:
	S.S. SENEGAMBIA ... 28th Oct.
	For HAVRE & HAMBURG:
S.S. FREIENFELS ... 20th Oct.	S.S. BAYERN ... 8th Nov.
S.S. SLAVONIA ... 2nd Nov.	For ROTTERDAM, HAMBURG & ANTWERP:
S.S. SCANDIA ... 16th Nov.	S.S. SACHSEN ... 11th Nov.
S.S. SEPIA ... 2nd Dec.	For HAVRE & HAMBURG:
S.S. SIEGIA ... 14th Dec.	S.S. ARCADIA ... 16th Nov.
S.S. SILESIA ... 27th Dec.	For HAVRE & HAMBURG:
S.S. AMBRIA ... 10th Jan.	S.S. FREIENFELS ... 21st Nov.
S.S. GOLDENFELS ... 24th Jan.	

For Further Particulars, apply to—
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 18th October, 1911.

12

THE RUSSIAN GOVERNMENT ORDERED



200 "BRUNSVIGAS"
THE
CALCULATING MACHINE
More than 18,000 sold all over the World.

GRIMME, NATALIS & Co.,
BRAUNSCHEWIG.
Will be sent to your Office for inspection
you will kindly apply to
Sole Representative for Hongkong and China

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.
Hongkong, 13th October, 1911.

Kios-Cigarettes

First class
in quality and packing
Türk Tabak & Cigaretten-Fabrik, "Kios" o. Robert Böhm, Dresden.

Hongkong, 13th October, 1911.

Hoehi Extra Dry
good american
Sole Representative for Hongkong and South China
Hugo C. A. Fromm, Hongkong.

Hongkong, 13th October, 1911.

POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN ROUTE TO EUROPE.

The attention of the public is drawn to page 10, para 20, of the Hongkong Postal Guide for 1911. Stamps intended for postage purposes may be perforated but not obliterated.

The *Yokohama*, with the German Mail, of the 20th ultimo, left Singapore on Saturday, the 14th inst., at midnight, and may be expected here to-day.

The *Telegraph*, with the Siberian Mail, is due to arrive here on Saturday, the 21st inst.

The Public are informed that the Christmas and New Year Parcel Mail to the United Kingdom and the Continent of Europe by the long sea route via Gibraltar will be closed in this Office on Friday, the 16th of November, 1911, at 5 p.m. This Parcel Mail is due in London on or about the 16th of December. The subsequent Parcel Mail is not due to reach London before the 30th of December. Parcels may be forwarded via Brindisi with an extra fee of 60 cents.

Parcels containing any article of Gold or Silver or Silver Mounted Goods must be insured for at least part of their value.

All insured parcels must be sealed, all the seals must be of the same kind of wax and must bear distinct impressions of a private device. The device on each seal must be the same. Regimental Buttons or Badges, Curved, Crossed or Dotted lines are not admissible. Coins must not be used for sealing.

The Clerks of the Post Office are not allowed to seal or to affix stamps on letters or parcels for the public.

Parcels that in the opinion of the officer accepting the same do not comply with the regulations will not be accepted.

FOR	PER	DATE
Haiphong ...	Michael Jahan	Thursday, 19th, 8.00 A.M.
Swatow, Amoy, Takao and Anping ...	Sosha Maru	Thursday, 19th, 9.00 A.M.
Saigon ...	Laertes	Thursday, 19th, 10.00 A.M.
Swatow, and Shanghai ...	Hangsong	Thursday, 19th, 11.00 A.M.
Macao ...	Sui Tai	Thursday, 19th, 1.15 P.M.
Shanghai ...	Chenan	Thursday, 19th, 3.00 P.M.
Mails (Taking mails for Cebu and Iloilo) Port Darwin, Thursday, 19th, Cocktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle		
Singapore ...	Welsh Prince	Thursday, 19th, 4.00 P.M.
Shanghai, Moji, Kobe and Yokohama ...	Namur	Thursday, 19th, 5.00 P.M.
Hokohwa and Haiphong ...	Mathilde	Friday, 20th, 8.00 A.M.
Tientsin ...	Chipsing	Friday, 20th, 10.00 A.M.
Swatow, Amoy and Foochow ...	Haitan	Friday, 20th, 10.00 A.M.
Singapore, Penang and Calcutta ...	Kutang	Friday, 20th, 10.00 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,
HONOLULU and SAN FRANCISCO
SIBERIAN MAIL TO EUROPE

Macao ...	Sui Tai	Friday, 20th, 1.15 P.M.
Manila, Cebu and Iloilo ...	Zafiro	Friday, 20th, 3.00 P.M.
Shanghai, Moji, Kobe and Yokohama ...	Ceylon	Friday, 20th, 5.00 P.M.
Kudat and Sandakan ...	Borneo	Saturday, 21st, 9.00 A.M.
Choribon, Samarang and Sourabaya ...	Quarta	Saturday, 21st, 11.00 A.M.
Manila ...	Loongsang	Saturday, 21st, 1.00 P.M.
(Taking Mails for Cebu and Iloilo) ...	Sui Tai	Saturday, 21st, 1.15 P.M.
Chaofo and Newchwang ...	Kwetchen	Saturday, 21st, 3.00 P.M.
Wohaiwei and Tientsin ...	Kwetchen	Saturday, 21st, 5.00 P.M.
Shanghai ...	Linan	Saturday, 21st, 5.00 P.M.
SIBERIAN MAIL TO EUROPE		
Swatow, Amoy and Tamsai ...	Daipi Maru	Sunday, 22nd, 9.00 A.M.
Shanghai ...	Kwonguang	Monday, 23rd, 5.00 P.M.
Swatow, Amoy and Foochow ...	Haichang	Tuesday, 24th, 10.00 A.M.

EUROPE, &c., INDIA VIA TONGKORIN,
Late Letters 11.00 A.M. to NOON. Extra
Postage 10 cents.
Letters posted in all the Pillar Boxes in
time for the first Clearance will be
included in this contract mail.

Printed Matter and Sam- ples ...	10.00 A.M.
Registration ...	10.15 A.M.
(Registration, with late fee of 10 cents, up to 11.00 A.M.)	
Registration Kowloon B.O. ...	9.30 A.M.
No late fee	
Letters ...	Noon
Friday, 20th, 1.15 P.M.	
Friday, 20th, 3.00 P.M.	
Friday, 20th, 5.00 P.M.	
Saturday, 21st, 9.00 A.M.	
Saturday, 21st, 11.00 A.M.	
Saturday, 21st, 1.00 P.M.	
Saturday, 21st, 1.15 P.M.	
Saturday, 21st, 3.00 P.M.	
Saturday, 21st, 5.00 P.M.	
Saturday, 21st, 5.00 P.M.	
Registration Kowloon B.O. ...	9.30 A.M.
No late fee	
Letters ...	11.00 A.M.

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

October 18th.

ON LONDON —	
Telegraphic Transfer	1/9 1/2
Bank Bills, on demand	1/9 1/2
Bank Bills, at 30 days' sight	1/9 1/2
Bank Bills, at 4 months' sight	1/9 1/2
Credit, at 4 months' sight	1/10 1/2
Documentary Bills 4 months' sight	1/10 1/2
ON PARIS —	
Bank Bills, on demand	22 1/2
Credit, at 4 months' sight	23 1/2
ON GERMANY —	
On demand	18 1/2
ON NEW YORK —	
Bank Bills, on demand	43 1/2
Credit, at 60 days' sight	44 1/2
ON BOMBAY —	
Telegraphic Transfer	134 1/2
Bank, on demand	134 1/2
ON CALCUTTA —	
Telegraphic Transfer	134 1/2
Bank, on demand	134 1/2
ON SHANGHAI —	
Bank, at sight	75 1/2
Private, 30 days' sight	76 1/2
ON YOKOHAMA —	
On demand	84 1/2
ON MANILA —	
On demand	84 1/2
ON SINGAPORE —	
On demand	77 1/2
ON BATAVIA —	
On demand	108 1/2
ON HAIPHONG —	
On demand	3 1/2 p.m.
ON SAIGON —	
On demand	3 1/2 p.m.
ON HANKOW —	
On demand	84 1/2
SOVEREIGNS, Bank's Buying Rate	\$11.00
GOLD LEAF, 100 fine, per tael	\$58.00
BANK SILVER, per oz.	24 1/2

SUBSIDIARY COINS.

Chinese	20 cents pieces	\$5.58 discount.
Chinese	10	\$6.10
Hongkong	20	\$5.22
Hongkong	10	\$5.00

SHARE LIST—QUOTATIONS.

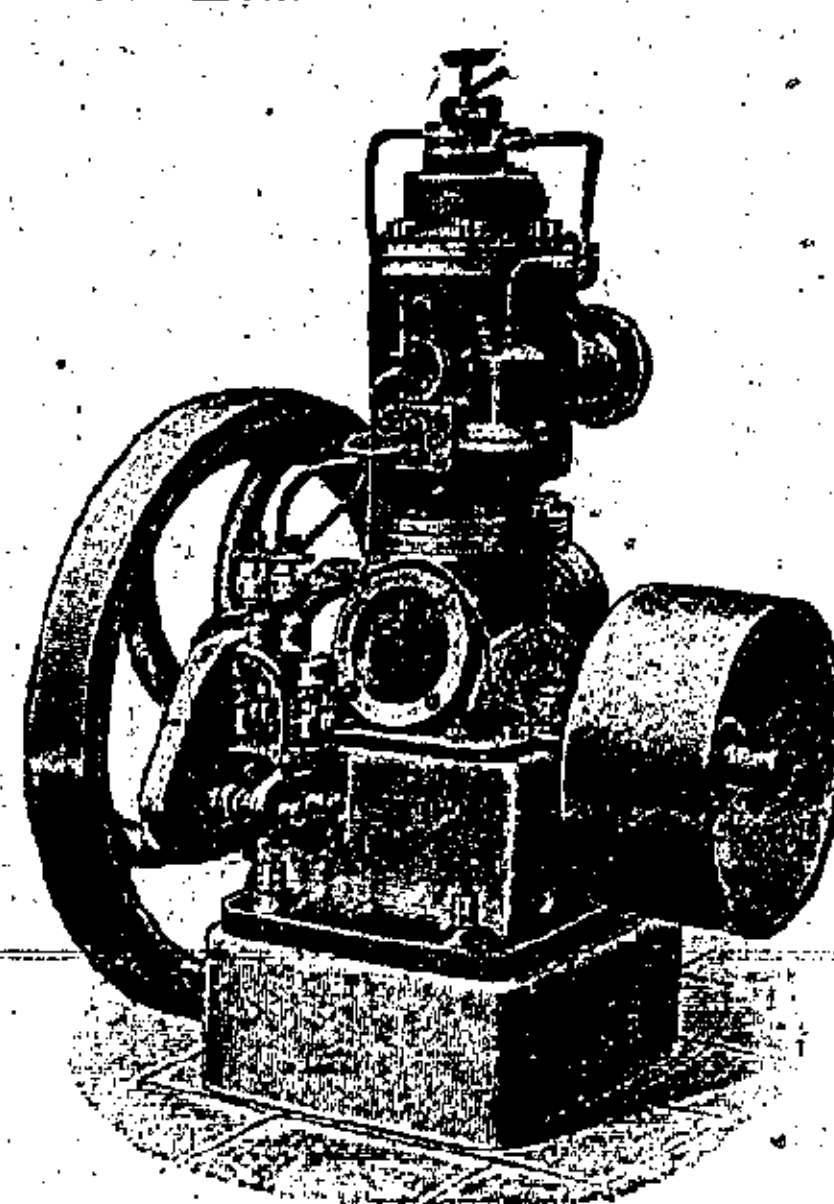
HONGKONG, OCTOBER 18TH, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA TIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$910, sales
China Borneo Company, Limited	60,000	\$12	all	\$281
China Light and Power Company, Limited.	50,000	\$5	all	\$10 1/2, sellers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$1	all	\$180, sellers
Corroon Mills.—	200,000	\$10	all	\$84
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 95.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	85, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 45.
Laon-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	all	Tls. 63 1/2
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 23 1/2
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$21 1/2, ex div.
DOCKS AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$50
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$5 1/2	all	\$50 sales
New Amoy Dock Co., Limited	10,000	\$6 1/2	all	87, sellers
Shanghai Dock and Engineering Co., Ltd.	55,000	Tls. 100	all	Tls. 60 sales
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 84
Green Island Cement Co., Limited	400,000	\$10	all	\$4.20, sellers
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$2 1/2
Hongkong Electric Co., Limited	60,000	\$10	all	\$2 1/2, buyers
Hongkong Hotel Company, Limited.	12,000	\$50 1/2	all	\$19
	8,000	\$25	all	\$75
Manila Metropole Hotel Limited	15,000	Pa. 10	all	\$11
Hongkong Ice Company, Limited	50,000	\$25	all	\$165
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$18, buyers
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$7, sellers
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$216
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$127 1/2
China Traders Insurance Co., Limited.	24,000	\$83.33	\$25	\$105.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$560, sellers
North-China Insurance Co., Limited	10,000	\$25	\$5	Tls. 164
Union Insurance Society, Limited	12,400	\$250	\$100	\$840, buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$225, @ Ex 73
LANDS AND BUILDINGS.—				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$101, buyers
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	all	\$73, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$28
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 101
West Point Building Co., Limited	12,500	\$50	all	\$47
MIXING.—				
Société Française des Charbons du Tonkin	16,000	Fes. 250	all	\$700.
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$3.20, sales & bu.
Peak Tramways Co., Limited.	25,000	\$10	all	\$113
Philippine Co., Limited	50,000	\$10	\$1	\$1, buyers
	75,000	\$10	all	\$5, buyers
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$13.7 sellers
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$37, sellers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$11 1/2
Douglas Steamship Co., Limited	20,000	\$50	all	\$2 1/2
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$27
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$60, 1/2 don.
Shell Transport & Trading Co., Limited.	60,000 ord.	\$1	all	\$5 10/.
Star Ferry Company, Limited	2,500,000	\$1	all	\$4 1/2, sellers
	10,000	\$10	all	\$27
	10,000	\$10	all	\$17
South China Morning Post, Limited	6,000	\$25	all	\$25.
Steam Laundry Company, Limited.	20,000	\$5	all	\$6, buyers
STOKES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$12, buyers
Wm. Powell, Limited	15,000	\$7	all	\$4, buyers
Watkins, Limited	10,000	\$10	all	\$2 1/2
A. S. Watson & Co., Limited	90,000	\$10	all	\$5 1/2
Weissmann, Limited	3,000	\$10	all	\$15, buyers
H. Price & Co., Ltd.	15,000	\$10	all	\$12, buyers
United Asbestos Oriental Agency, Limited.	9,900 ord.	\$10	\$4	\$10
	100 fders	\$10	all	\$300.
Union Waterboat Co., Limited	50,000	\$10	all	\$73, buyers
RUBBER.—				
Para Rubber in London	Daily Wire	4/43 per lb.		
Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.
VEHNON & SMYTH, Share-Brokers.				

THE LATEST IN OIL ENGINES.

PETTER'S SEMI-DIESEL CRUDE OIL ENGINE
FROM 10 TO 50 BRAKE HORSE-POWER.

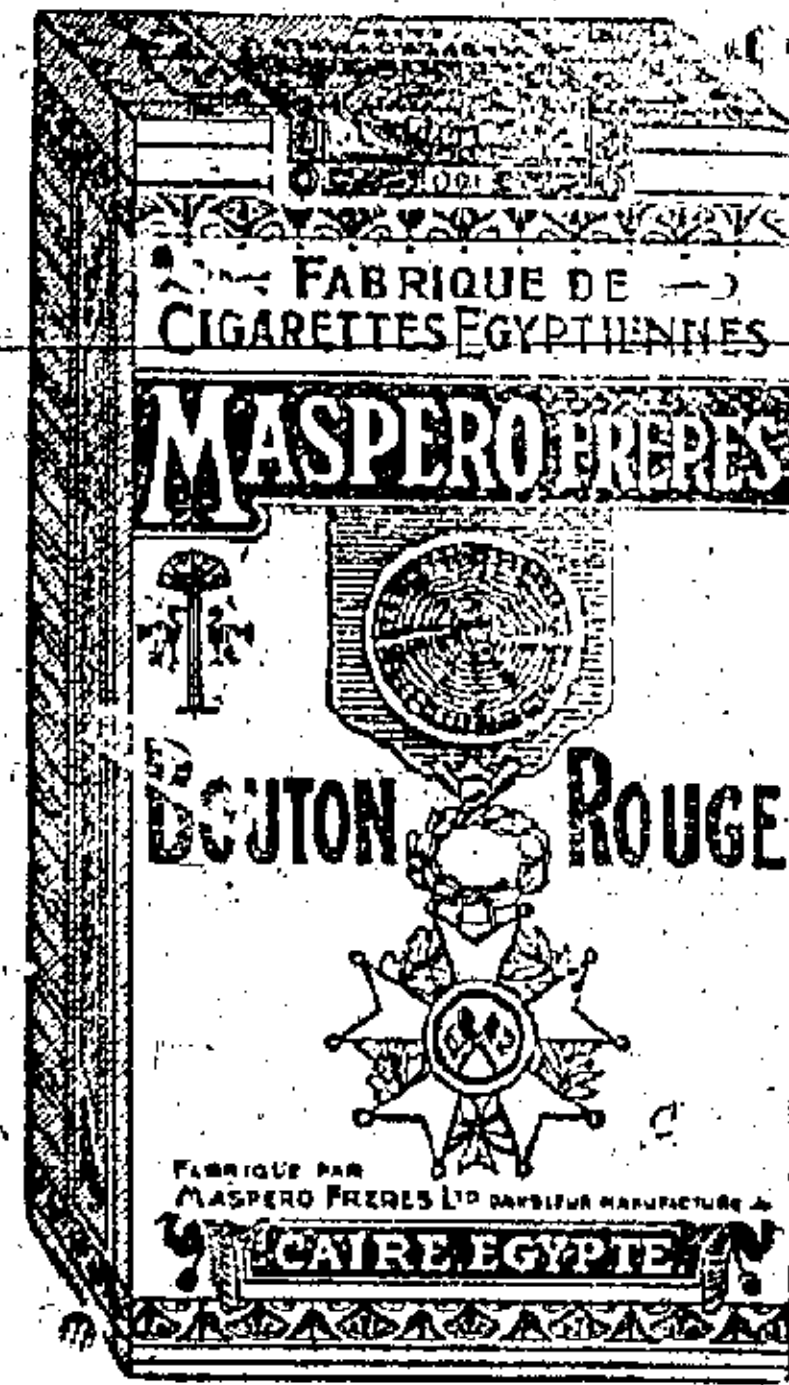
These Engines are intended for Electric Light or Pumping Stations, Factories or industrial purposes generally. The outstanding feature of merit is the low working cost which compares favourably with Suction Gas.



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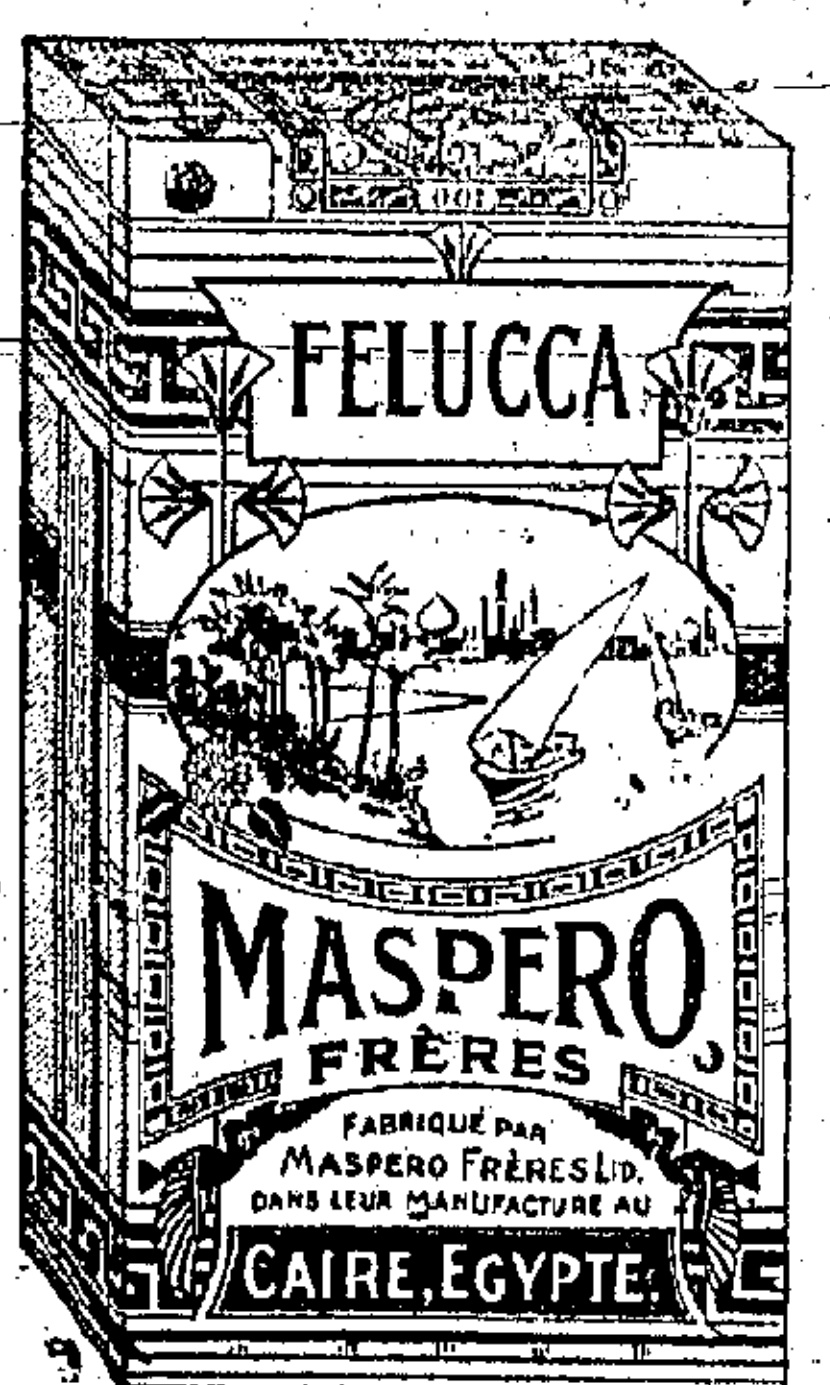
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TO-DAY Noon—Thirtieth Ordinary Meeting of Canton Insurance Office, Ltd. FORTHCOMING EVENTS. Monday, 23rd Oct.—Auction of Crown Land at Kennedy Town by Public Works Dept., 3 p.m. Thursday, 2nd Nov.—First Annual General Meeting of Sengai Rumpah Rubber & Co., Ltd., 4.30 p.m. Wednesday, 1st Nov.—Meeting of the Licensing Board in the Council Chamber, 2.15 p.m. Monday, 30th Oct.—Auction of King Edward Hotel Furniture, &c., at Sales Room, by Messrs. Hughes & Hough, 3 p.m.	VISITORS TO CANTON Should Purchase "FROM HONGKONG TO CANTON BY THE PEARL RIVER," BY CAPTAIN C. V. LLOYD. With Illustrations, Maps and Plans. Price ... \$1.75 On Sale at— Hongkong: "DAILY PRESS" Office. Messrs. KELLY & WALSH. Messrs. BREWER & Co. Canton: Messrs. A. S. WATSON & Co. ON SALE. A TABLE OF THE RATES OF EXCHANGE AT HONGKONG For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Averages for 36 years FROM 1874 to 1909. Price \$2 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.
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